COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

John Wicker, Director

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
24 April 5, 2016
LORI GLASGOW
EXECUTIVE OFFICER

April 5, 2016

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

DON WALLACE MULTI-USE TRAIL CONNECTOR PROJECT
ADOPT ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION;
AND RESOLUTION OF SUMMARY VACATION
EQUESTRIAN TRAIL EASEMENT WEST OF LAS VIRGENES ROAD
BETWEEN THE VENTURA FREEWAY AND AGOURA ROAD
IN THE CITY OF CALABASAS
APPROVE REVISED PROJECT SCHEDULE
CAPITAL PROJECT NO. 69693
(SUPERVISORIAL DISTRICT 3) (3 VOTES)

SUBJECT

Approval of the recommended actions will adopt the Addendum to the Mitigated Negative Declaration of the proposed Don Wallace Multi-Use Trail Connector Project, and allow the County of Los Angeles to vacate an equestrian trail easement west of Las Virgenes Road between the Ventura Freeway and Agoura Road in the City of Calabasas that is no longer needed for public use. The proposed Don Wallace Multi-Use Trail Connector Project is envisioned to be a connection between existing and planned trail alignments in the City of Calabasas and Mountains Restoration Conservation Authority land in unincorporated Los Angeles County, ultimately offering connectivity to trails in Ventura County and to the Pacific Ocean/Malibu area.

IT IS RECOMMENDED THAT THE BOARD:

1. Consider the Addendum to the Mitigated Negative Declaration for the Don Wallace Multi-Use Trail Connector Project; find on the basis of the whole record before the Board that there is no substantial evidence that the Don Wallace Multi-Use Trail Connector Project, as revised, may have a significant effect on the environment; find that the Addendum to the Mitigated Negative Declaration

reflects the independent judgment and analysis of the Board; and adopt the Addendum to the Mitigated Negative Declaration.

2. Find that the equestrian trail easement west of Las Virgenes Road between the Ventura Freeway and Agoura Road in the City of Calabasas has not been used for the purpose for which it was dedicated or acquired for five consecutive years immediately preceding the proposed vacation and that it may, therefore, be vacated, pursuant to Section 8333(a) of the California Streets and Highways Code.

3. Find that the equestrian trail easement west of Las Virgenes Road between the Ventura Freeway and Agoura Road in the City of Calabasas has been superseded by relocation and that there are no public facilities located within the easement, and that it may, therefore, be vacated, pursuant to Section 8333(c) of the California Streets and Highways Code.

4. Find that the equestrian trail easement west of Las Virgenes Road between the Ventura Freeway and Agoura Road in the City of Calabasas is not useful as a non-motorized transportation facility as required by Section 892 of the California Streets and Highways Code.

5. Approve the revised project schedule for the Don Wallace Multi-Use Trail Connector Project, Capital Project No. 69693.

6. Adopt the Resolution of Summary Vacation (Conditional), pursuant to Section 8335 of the California Streets and Highways Code.

7. Upon approval, authorize the Director of Public Works, or her designee, to record the certified original resolution with the office of the Registrar-Recorder/County Clerk of the County of Los Angeles.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended actions is to consider and adopt the Addendum to the Mitigated Negative Declaration (MND) for the Don Wallace Multi-Use Trail Connector Project, Capital Project No. (C.P.) 69693, and to allow the County of Los Angeles (County) to vacate the equestrian trail easement west of Las Virgenes Road between the Ventura Freeway and Agoura Road (Easement) in the City of Calabasas since it no longer serves the purpose for which it was dedicated and is not required for public use.

The attached Addendum constitutes an addendum to the Initial Study/Mitigated Negative Declaration ([2014 IS/MND] State Clearinghouse No. 2014011058) originally prepared for the Don Wallace Multi-Use Trail Connector Project (hereafter referred to as the Approved Project) adopted on March 18, 2014 by the Los Angeles County Board of Supervisors. On June 2, 2015, the Board approved additional funding, changes in scope, and schedule. The Addendum evaluates whether modifications/refinements to the Approved Project (hereafter referred to as the Modified Project) would result in any new or substantially more adverse significant effects or require any new mitigation measures not identified in the 2014 IS/MND.

Like the Approved Project, the Modified Project would still consist of connecting the restored portion of the creek south of U.S. Highway 101 (US 101) to the northern portions of the Las Virgenes Creek. The Don Wallace Trail is envisioned to provide vital connections to a larger network of existing and future regional trails, ultimately providing continuous trails from the Pacific Ocean in Malibu to the interior areas of Los Angeles County and the Santa Monica Mountains. The 2014 IS/MND was prepared based on the anticipated project limits and design, which included the anticipated staging, ramp grades, trail surfacing, and signage as well as anticipated temporary and permanent easements at that time.

Since adoption of the 2014 IS/MND, the Project footprint as well as the precise locations of the temporary and permanent easements for the Project have been refined by the final design and also to reflect input from the California Department of Transportation (Caltrans), Southern California Edison, Los Angeles County Flood Control District, and the Mountains Recreation and Conservancy Authority (MRCA).

Upon adoption of the Addendum to the MND completion of jurisdictional approvals and necessary agreements will be sought. Construction will then be implemented through the use of a Board-approved Job Order Contract as previously authorized by the Department of Parks and Recreation (Department). The revised project schedule is included in Attachment I.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Operational Effectiveness/Fiscal Sustainability (Goal 1). The vacation of the Easement will allow for trail realignment and enhance the public's accessibility to and enjoyment of the new hiking, mountain biking, and equestrian trail.

FISCAL IMPACT/FINANCING

On June 2, 2015, the Board approved an estimated Total Project Budget of $2,987,000, which includes plans and specifications, construction, consultant services, and County services.

The revised Total Project Budget of $2,987,000 is funded by $1,457,000 of County Excess Funds available to Third Supervisorial District, $243,000 of Park In-Lieu Fees Accumulated Capital Outlay Funds available in Park Planning Area No. 33 (Quimby Funds), and $1,287,000 in Proposition 62 Utility User Tax Funds.

There is no anticipated impact to the budget for the Don Wallace Multi-Use Trail Connector Project, C.P. 69693 as a result of the Addendum to the MND.

OPERATING BUDGET IMPACT

Upon completion of the Project, the Department anticipates a one-time operating cost of $5,000 for tools and signage, and ongoing operating costs of $27,000 annually for one position and services and supplies for the maintenance of the Don Wallace Trail. The Department's Operating Budget includes sufficient funding for these operating costs.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The approval of the Addendum to the MND will allow the Department to enter into an agreement between the County, the City of Calabasas, Caltrans, and MRCA to plan and construct a multi-use recreational trail.

The area to be vacated contains approximately 14,694 square feet as shown on the map attached to the enclosed Resolution of Summary Vacation. As a condition of this vacation, Calabasas Retail Partners, LLC, the underlying property owner, will be granting to the County an easement for hiking, mountain biking, and equestrian trail purposes over an area of approximately 16,953 square feet. The Resolution of Summary Vacation will be recorded upon satisfaction of this condition within twelve months of approval by the Board.

The County's interest in the Easement was acquired in 1989 by dedication in Parcel Map 18230, Book 216, pages 40 through 42, of Parcel Maps, in the office of the Registrar-Recorder/County Clerk of the County of Los Angeles as an easement for equestrian trail purposes.

The Department requested the vacation of the Easement to facilitate the construction of the Don Wallace Multi-Use Trail Connector Project, C.P. 69693. The condition to grant a replacement easement for hiking, mountain biking, and equestrian trail purposes will provide the County with the necessary rights for the construction of the Don Wallace Multi-Use Trail Connector Project, which will be maintained by the Department.

The California Streets and Highways Code Section 8333(a) provides that the legislative body of a local agency may summarily vacate a public service easement if the easement has not been used for the purpose for which it was dedicated or acquired for five consecutive years immediately preceding the proposed vacation.

The California Streets and Highways Code Section 8333(c) provides that the legislative body of a local agency may summarily vacate a public service easement if the easement has been superseded by relocation or determined to be excess by the easement holder and there are no other public facilities located within the easement.

The California Streets and Highways Code Section 8335 provides that upon making the required finding, the legislative body of a local agency may effectuate the summary vacation of a street, highway, or public service easement by adopting a resolution of vacation.

Adoption of the enclosed resolution and the subsequent recordation will terminate the County's rights in the Easement.

ENVIRONMENTAL DOCUMENTATION

On March 18, 2014, the Board approved the MND for the Don Wallace Multi-Use Trail Connector Project (State Clearinghouse No. 2014011058) and approved a Mitigation Monitoring and Reporting Program. The MND found that the Project will not have a significant effect on the environment in accordance with the provisions of CEQA. In accordance with Sections 15162 and 15164(b) of the CEQA Guidelines, an Addendum to the MND was prepared because there are only minor refinements to the project footprint and easements (temporary and permanent) that do not result in any significant effect on the environment. The changes are identified in the Addendum.

CONTRACTING PROCESS

The Addendum to the MND was prepared by a consultant that was chosen from the Department's "As-Needed" consultant list and is the same consultant who prepared the original MND.

An evaluation committee composed of Department staff assessed each proposer's qualifications. The selected firms represent the best-qualified firms to provide the required services based upon their proposed organizational structure, support resources, technical and administrative expertise, experience, and proposed work plan. The firms were selected without regard to race, creed, color, or gender.

The Department's "As-Needed" consultant list was developed following Los Angeles County Department of Public Work's advertisement in 2010.

The Project will be implemented through the use of a Board-approved Job Order Contract.

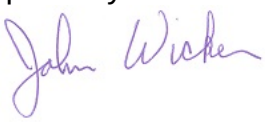
IMPACT ON CURRENT SERVICES (OR PROJECTS)

This action will allow the existing unnecessary easement for equestrian trail purposes to be extinguished and a replacement easement to be dedicated in favor of County for the proposed trail, which will be maintained by the Department. The residents of the nearby County unincorporated area and cities will benefit, and their quality of life will be further improved by having access to a multi-use trail for recreational activities including hiking, biking, and equestrian use.

CONCLUSION

Please return one adopted copy of this letter, one copy of the resolution, and one copy of the Board's minute order to the Department of Parks and Recreation and the Department of Public Works, Survey/Mapping & Property Management Division, attention Mr. Luis Cuevas. Please also return one original resolution to the Department of Public Works, Survey/Mapping & Property Management Division.

Respectfully submitted,



JOHN WICKER
Director

JW:NEG:KK
CL:JY:ner

Attachments

c: Chief Executive Officer
County Counsel
Executive Officer, Board of Supervisors
Public Works

April 5, 2016

ATTACHMENT I

DEPARTMENT OF PARKS AND RECREATION:
DON WALLACE MULTI-USE TRAIL CONNECTOR PROJECT
CAPITAL PROJECT NO. 69693

I. PROJECT SCHEDULE

Project Activity	Scheduled Completion Date	Revised Completion Date
Architectural Engineering Services A/E	May 2014	June 2016
Regulatory Permitting	June 2014	August 2016
Procure JOC (Job Order Contract)	August 2014	September 2016
Construction Start	July 2014	October 2016
Substantial Completion	October 2014	May 2017
Final Acceptance	October 2014	June 2017

RESOLUTION OF SUMMARY VACATION
EQUESTRIAN TRAIL EASEMENT WEST OF LAS VIRGENES ROAD
BETWEEN THE VENTURA FREEWAY AND AGOURA ROAD
(CONDITIONAL)

THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

1. The County of Los Angeles is the holder of an easement for equestrian trail purposes (hereinafter referred to as the Easement) in, over, and across the real property as legally described in Exhibit A and depicted on Exhibit B, both attached hereto. The Easement west of Las Virgenes Road between the Ventura Freeway and Agoura Road is located in the City of Calabasas, in the County of Los Angeles, State of California.

2. The Easement has not been used for the purpose for which it was dedicated or acquired for five consecutive years immediately preceding the proposed vacation.

3. The Easement has been superseded by relocation, and there are no public facilities located within the easement.

4. The Easement is not useful as a nonmotorized transportation facility as defined in Section 887 of the California Streets and Highways Code.

5. The Easement is hereby vacated pursuant to Chapter 4, Part 3, Division 9, of the California Streets and Highways Code, commencing with Section 8330.

6. The vacation of the Easement is conditioned upon the fee owner dedicating a replacement easement for hiking, mountain biking, and equestrian trail purposes for the construction of the Don Wallace Multi-Use Trail Connector. The condition to dedicate the hiking, mountain biking, and equestrian trail easement must be met to the satisfaction of the Department of Public Works within 12 months of the date this resolution is adopted by the Board of Supervisors, or the vacation will terminate and become null and void.

7. Upon the satisfaction of the above condition, the Director of Public Works or her designee is authorized to record the certified original resolution in the office of the Registrar-Recorder/County Clerk of the County of Los Angeles, at which time the Easement will be terminated.

8. From and after the date this resolution is recorded, the Easement will no longer constitute a public service easement.

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The foregoing resolution was on the 5th day of April 2015 adopted by the Board of Supervisors of the County of Los Angeles and ex officio the governing body of all other special assessment and taxing districts for which said Board so acts.

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

By Carole Suzuki
Deputy

LORI GLASGOW
Executive Officer of the
Board of Supervisors of the
County of Los Angeles

By
Deputy

RA:mr
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COUNTY OF LOS ANGELES CALIFORNIA

EXHIBIT A

Project name: Equestrian Trail Easement west of Las Virgenes Road between the Ventura Freeway and Agoura Road
RIDING AND HIKING TRAIL 96-1VAC
A.I.N. 2064-002-051
T.G. 558 (H6)
I.M. 159-057
S.D. 3
R.D. CITY OF CALABASAS
M15E059001

LEGAL DESCRIPTION

PARCEL NO. 96-1VAC (Vacation of equestrian trail easement):

That certain parcel of land in Parcel 2, Parcel Map No. 18230, as shown on map filed in Book 216, pages 40, 41, and 42, of Parcel Maps, in the office of the Registrar-Recorder/County Clerk of the County of Los Angeles, designated as "... 40' WIDE EASEMENT TO THE COUNTY OF LOS ANGELES FOR EQUESTRIAN TRAIL PURPOSES" on said map

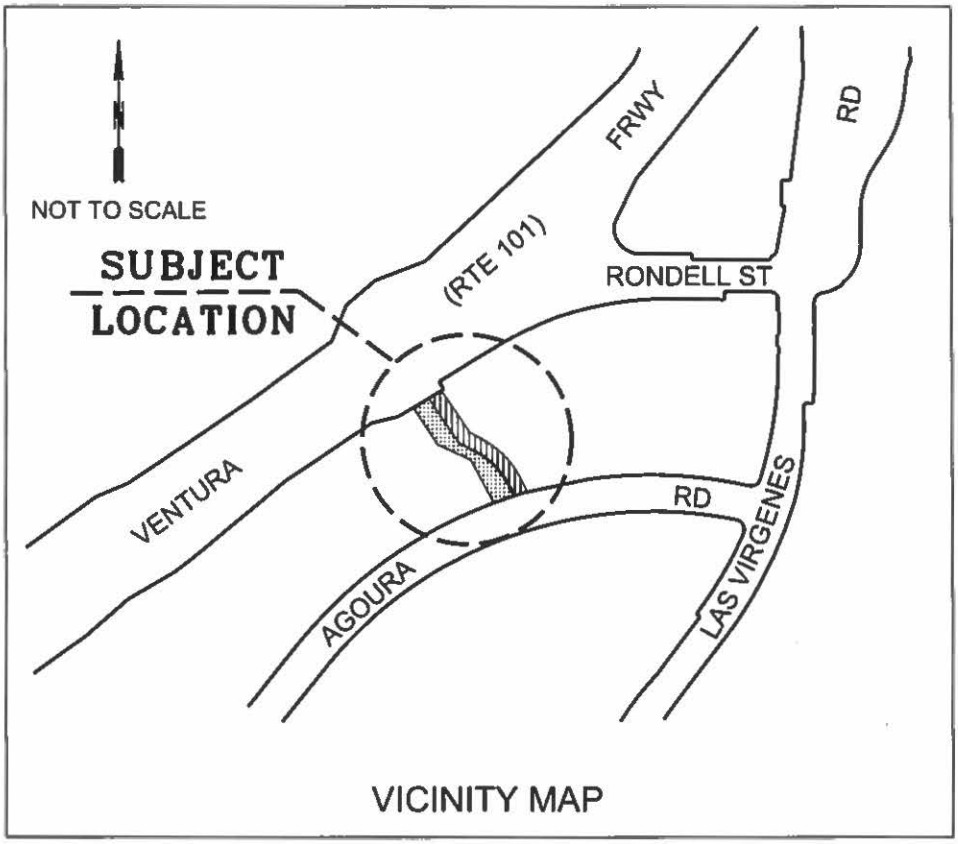
Containing: 14,694± square feet

APPROVED AS TO DESCRIPTION

By _____
LICENSED LAND SURVEYOR
Los Angeles County Department of Public Works

Dated December 9, 2015

EXHIBIT B



VICINITY MAP

LINE DATA		
LINE	BEARING	DISTANCE
1	N 17°26'08" W	7.41
2	N 29°23'59" W	32.14
3	N 63°51'45" W	49.21
4	N 34°04'15" W	148.16
5	N 34°04'15" W	145.12

CURVE DATA			
CURVE	Δ	R	L
Ⓐ	2°51'39"	(1250)	62.42
Ⓑ	34°27'46"	215	129.32
Ⓒ	(8°33'47")	(460)	(68.75)
Ⓓ	(27°52'25")	(230)	(111.89)
Ⓔ	(5°10'21")	(460)	(41.53)
Ⓕ	(3°30'39")	(1250)	(76.59)

LEGEND:

RECORD DIMENSIONS SHOWN IN ( ).
AREAS SHOWN IN SQUARE FEET.
DISTANCES SHOWN IN FEET UNLESS OTHERWISE INDICATED.
RH - EASEMENT FOR HIKING, MOUNTAIN BIKING, AND EQUESTRIAN TRAIL PURPOSES.
VAC - VACATION OF EASEMENT FOR EQUESTRIAN TRAIL PURPOSES.

EXISTING EASEMENT FOR EQUESTRIAN TRAIL PURPOSES TO BE VACATED
TOTAL AREA = 14,694± SQ. FT.

EASEMENT FOR HIKING, MOUNTAIN BIKING, AND EQUESTRIAN TRAIL PURPOSES
TO BE DEDICATED BY SEPARATE DOCUMENT. TOTAL AREA = 16,953± SQ.FT.

PROFESSIONAL LAND SURVEYOR
KEVIN A. BUGH
EXP. 12-15
LS 8056
STATE OF CALIFORNIA

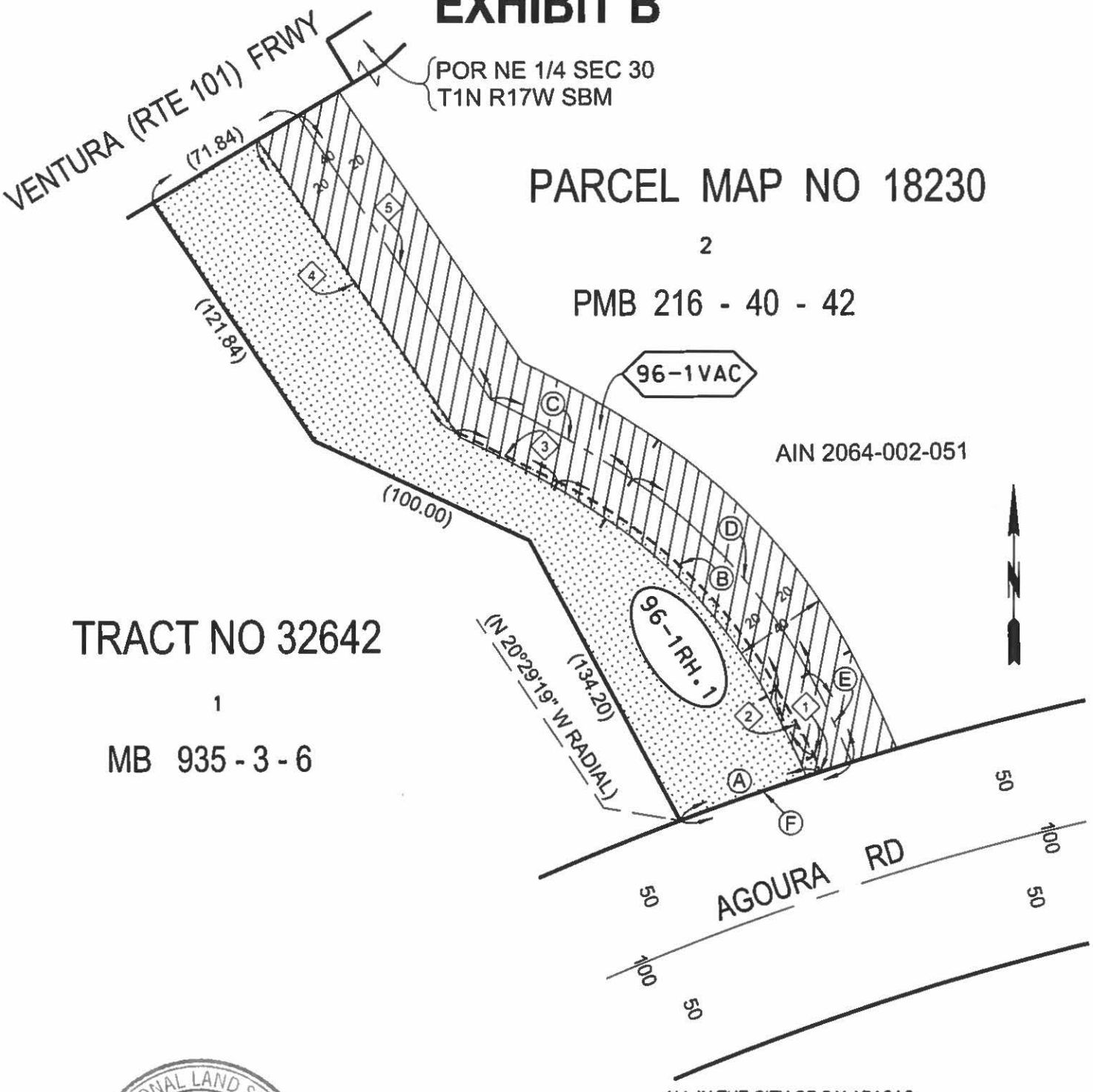
BY: _____ 11-9-2015
LICENSED SURVEYOR DATE

ALL IN THE CITY OF CALABASAS

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
SURVEY/MAPPING & PROPERTY MANAGEMENT DIVISION

T.G. 558-H6 I.M. 159-057 S.D. 3 R.D. CALABASAS	EQUESTRIAN TRAIL EASEMENT WEST OF LAS VIRGENES ROAD BETWEEN VENTURA FREEWAY AND AGOURA ROAD	
DATE 11-09-15	SCALE: 1" = 30'	A.I.N 2064-002-051
PREPARED BY R. AVANCENA	PROJECT I.D. MPM0000560	PROJECT NO. M15E059001 SHEET 1 OF 2

EXHIBIT B



ALL IN THE CITY OF CALABASAS

PROFESSIONAL LAND SURVEYOR
KEVIN A. BUGH
EXP. 12-15
LS 8056
STATE OF CALIFORNIA

BY: _____ 11.9.2015
LICENSED SURVEYOR DATE

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
SURVEY/MAPPING & PROPERTY MANAGEMENT DIVISION

T.G. 558-H6 I.M. 159-057 S.D. 3 R.D. CALABASAS	EQUESTRIAN TRAIL EASEMENT WEST OF LAS VIRGENES ROAD BETWEEN VENTURA FREEWAY AND AGOURA ROAD	
DATE 11-09-15	SCALE: 1" = 30'	A.I.N 2064-002-051
PREPARED BY R. AVANCENA	PROJECT I.D. MPM0000560	PROJECT NO. M15E059001 SHEET 2 OF 2

ADDENDUM TO THE 2014 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DON WALLACE MULTI-USE TRAIL CONNECTOR PROJECT

COUNTY OF LOS ANGELES, CALIFORNIA

LEAD AGENCY:

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
510 South Vermont Avenue
Los Angeles, CA 90020

PREPARED BY:

MICHAEL BAKER INTERNATIONAL
3536 Concours, Suite 100
Ontario, CA 91764
and
RUTH VILLALOBOS & ASSOCIATES, INC.
3602 Inland Empire Blvd., Suite C310
Ontario, CA 91764

February 2016

TABLE OF CONTENTS

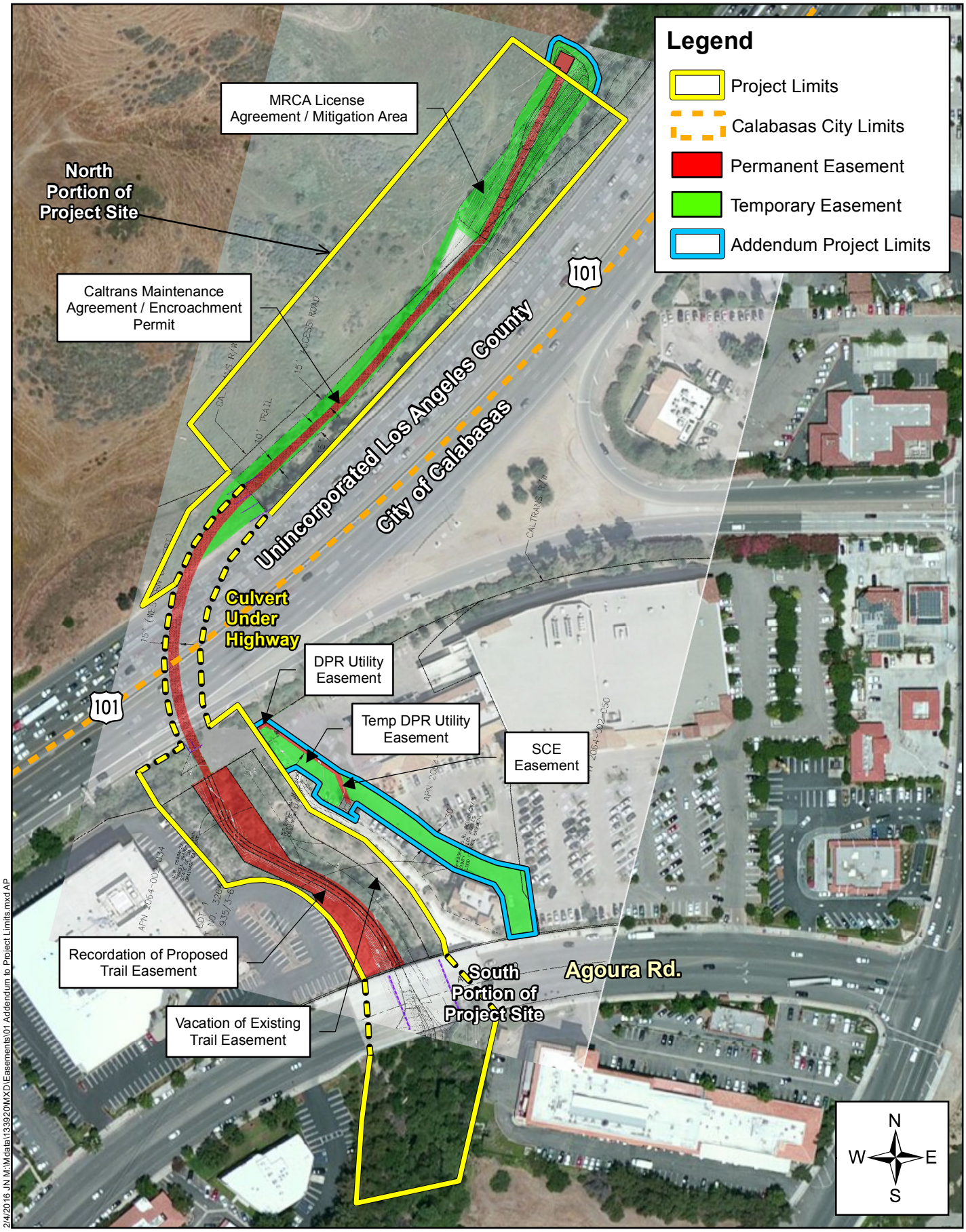
I. INTRODUCTION

A. DETERMINATION

This environmental document constitutes an Addendum to the Initial Study/ Mitigated Negative Declaration ([2014 IS/MND] State Clearinghouse No. 2014011058) originally prepared for the Don Wallace Multi-Use Trail Connector Project (hereafter referred to as the Approved Project) adopted on March 18, 2014 by the Los Angeles County Board of Supervisors. Since adoption of the 2014 IS/ MND, changes to the project footprint and easements (temporary and permanent) have been made, thus requiring further environmental analysis. This Addendum evaluates whether modifications/refinements to the Approved Project (hereafter referred to as the Modified Project) would result in any new or substantially more adverse significant effects or require any new mitigation measures not identified in the 2014 IS/MND.

Like the Approved Project, the Modified Project would still consist of connecting the restored portion of the creek south of U.S. Highway 101 (US 101) to the northern portions of the Las Virgenes Creek. The Don Wallace Trail is envisioned to provide vital connections to a larger network of existing and future regional trails, ultimately providing continuous trails from the Pacific Ocean in Malibu to the interior areas of Los Angeles County and the Santa Monica Mountains. The 2014 IS/MND was prepared based on the anticipated project limits and design, which included the anticipated staging, ramp grades, trail surfacing, and signage as well as anticipated temporary and permanent easements at that time. Since adoption of the 2014 IS/ MND, the project footprint as well as the precise locations of the temporary and permanent easements for the project have been refined by the final design and also to reflect input from the California Department of Transportation (Caltrans), Southern California Edison, Los Angeles County Flood Control District, and the Mountains Recreation and Conservancy Authority (MRCA), Exhibit 1, Addendum to Project Limits.

As verified in this Addendum, the analyses and the conclusions in the 2014 IS/MND remain current and valid. The proposed revisions to the Approved Project, in the form of adjustments to the project footprint and easements, would not cause new significant effects beyond those identified in the 2014 IS/MND nor would increase the level of environmental effect to substantial or significant, and, hence no new mitigation measures would be necessary to reduce significant effects. No change has occurred with respect to circumstances surrounding the Approved Project that would cause new or substantially more severe significant environmental effects than were identified in the 2014 IS/MND. In addition, no new information has become available that shows that the Modified Project would cause new or substantially more severe significant environmental effects which have not already been analyzed in the 2014 IS/MND. Therefore, no further environmental review is required beyond this Addendum.



2/4/2016 JN M:\Mdata\133920\MXD\Easements\01 Addendum to Project Limits.mxd AP

DON WALLACE MULTI-USE TRAIL CONNECTOR
ADDENDUM TO MITIGATED NEGATIVE DECLARATION

Addendum to Project Limits

Michael Baker INTERNATIONAL

0 100 200 400 Feet

Source: ESRI World Imagery, LA County GIS Data Portal, USGS National Map Elevation Data Set

Exhibit 1

B. BACKGROUND

The Don Wallace Multi-Use Trail Connector Project (hereafter referred to as the Project, which is the entirety of the project ultimately constructed) is a 1,500-foot long and 8 to 10 foot wide multi-use segment that would provide vital connections to a larger planned regional trail system from the MRCA property to Malibu Creek State Park. "Project" the entirety of the project ultimately constructed.

The Approved Project was formally evaluated in a 2014 IS/MND for the Don Wallace Multi-Use Trail Connector Project. The 2014 IS/MND was prepared pursuant to the California Environmental Quality Act (CEQA) and adopted by the Los Angeles County Board of Supervisors on March 18, 2014.

The proposed Project is identified in the City of Calabasas Trails Master Plan (Trails Master Plan) and the City of Calabasas Creeks Master Plan. The Trails Master Plan proposes a trail crossing under the 101 freeway at Las Virgenes Creek. According to the Trails Master Plan, this crossing would be the most viable crossing of the US 101 for trail users, and would allow pedestrians, equestrians and bicyclists to avoid the on and off ramps at the Las Virgenes Interchange. Although there are existing freeway overpasses that potentially connect on Las Virgenes Road to the east and other overhead roads to the west, they are narrow and were not designed for equestrian use. These options present safety issues and require securing complex land use rights starting from the existing creek through developed shopping center parcels and high volume thoroughfares. Currently, no trail connection exists in the vicinity of the Project to allow trail use between the MRCA property on the north side of the US 101 and the trail network within the City of Calabasas. However, trail users cross through the US 101 underpass informally.

The channel is heavily vegetated upstream (north) of the triple box culvert that passes under the US 101. Floodwalls have been constructed along both sides of the channel to direct flood flows under the US 101, thus, protecting the US 101 and adjacent properties during large storm events. The existing conditions of the Project area can be seen in Exhibit 4, *Site Photo Index,* and Exhibits 5, 6, and 7, *Site Photos A, B,* and *C* of the 2014 IS/MND. These photos show water flow and vegetation within the creek. Sediment and debris have accumulated along the drainage course. In some areas the debris is 2 to 4 feet deep. Dense vegetation has grown in the open channel reaches upstream of the culverts. The channel is perennial with clear water in the low flow of the channel.

In December 2007, the City of Calabasas completed a project called the Las Virgenes Creek Restoration Project. The project included the restoration of an approximately 440 foot long portion of the Las Virgenes Creek just downstream (south) of the US 101 culverts. The Las Virgenes Creek Restoration Project included the removal of the existing concrete channel and restoration of a native creekside habitat, enhancement of the biological environment, and planting native vegetation.

The Project is envisioned to connect the restored portion of the creek to the northern portions of the Las Virgenes Creek. Additionally, the Project is envisioned to provide vital connections to a larger network of existing and future regional trails, ultimately providing continuous trails from the Pacific Ocean in Malibu to the interior areas of Los Angeles County and the Santa Monica Mountains.

Prior to the construction of the Project, approval/permits would be required from the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), Caltrans, Los Angeles County Flood Control District (LAFCD), Los Angeles County Department of Public Works (LACDPW),, and the City of Calabasas.

C. PURPOSE OF THIS ADDENDUM

The purpose of this Addendum is to evaluate whether the Modified Project as currently proposed would result in any new or substantially greater significant effect or require any new mitigation measures not identified in the 2014 IS/MND for the Approved Project. This Addendum, together with the 2014 IS/MND will be used by the Los Angeles County Board of Supervisors when considering approval of the Modified Project.

D. CEQA FRAMEWORK FOR ADDENDUM

When a proposed project is changed or there are changes in environmental setting, State CEQA Guidelines (Section 15162 and 5164) provide that an Addendum to an adopted MND may be prepared if only minor changes or additions are necessary or none of the following conditions calling for the preparation of a subsequent MND have occurred:

- Substantial changes in the project which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information if substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of MND adoption, shows any of the following:
    - i) The project will have one or more significant effects not discussed in the MND,
    - ii) The project will result in impacts substantially more severe than those disclosed in the MND,
    - iii) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or
    - iv) Mitigation measures or alternatives that are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

The purpose of this Addendum is to evaluate the Modified Project as a modification to the 2014 IS/MND for the Approved Project and to demonstrate that the Modified Project does not trigger any of the conditions described above. Based on the analysis provided below an Addendum to the 2014 IS/MND is the appropriate CEQA document.

II. PROJECT INFORMATION

A. SUMMARY OF APPROVED PROJECT

Project Location

The Don Wallace Multi-Use Trail Connector Project (hereafter referred to as the Project, which is the entirety of the project ultimately constructed) is a 1,500-foot long and 8 to 10 foot wide multi-use segment that would provide vital connections to a larger planned regional trail system from the MRCA property to Malibu Creek State Park. "Project" the entirety of the project ultimately constructed.

The Project is located in Los Angeles County, approximately 25 miles from downtown Los Angeles. Neighboring cities include Calabasas, Los Angeles, Agoura Hills, and Hidden Hills. A portion of the Calabasas City's northern boundary borders the Ventura County line.

The 2014 IS/MND assessed the Approved Project, located approximately ¼ mile west of Las Virgenes Road, just north of Agoura Road, and immediately south and north of the Ventura Freeway (US 101). Approximately one half of the site is in the unincorporated area of Los Angeles County and the other half is in the City of Calabasas. The Project site is located within 1,500 linear feet of the Las Virgenes Creek, beginning at Agoura Road proceeding north under the US 101, traversing the concrete channel on the west side, and into the natural/informal trails within the MRCA property. Portions of the Project footprint are located within the Caltrans right-of-way (ROW), approximately 30 feet south of the culvert and approximately 900 feet north of the culvert.

Project Details

The Project is a 1,500-foot long and 8 to 10 foot wide multi-use segment that would provide vital connections to a larger planned regional trail system from the MRCA property to Malibu Creek State Park. The proposed Project is a part of a larger planned trail system of Los Angeles County and City of Calabasas as identified in their Trails Master Plans. The Project is a critical component to provide a viable, safe and formal trail for recreational use.

The Project would start with a turn-around area underneath Agoura Road Bridge. The trail would ramp up with an 8-foot wide soil cement trail at an 8% grade and along the upper (west) earthen channel bank of the Las Virgenes Creek. The trail would then descend at an 8% grade from the top of the channel towards the culverts under the US 101. The proposed trail would continue north under the US 101 through the western culvert. The trail would continue 400-feet north towards the open concrete channel area. Existing sediment within the west culvert would be removed. Upon exiting the culvert, a 10-foot wide by approximately 440-feet long area would be cleared from existing vegetation and sediment. The trail area would run along the west channel wall in the cleared area towards the upstream rip-rap channel bottom. An eight-inch high curb is proposed north of the culvert to divert flows to the middle and eastern culverts during rain events. Near the rip-rap channel area and beyond the Caltrans right-of-way limit, an 8-foot wide soil-cement trail would run upward at an 8% grade along the earthen channel's west bank. At 200-feet, the trail would reach the top of the channel bank and exit onto the MRCA land. It should be noted that

the County requires that a minimum of 10% of each of its park facilities be in compliance with the American Disabilities Act (ADA), which mandates that no more than a 5% grade will be designed. 82% of the proposed Project is in compliance with ADA requirements. Thus, the Project would exceed the minimum ADA standards requirement. The Project would reduce obstruction to flows by utilizing the existing concrete bottom channel for the base surface structure. It would also reduce impacts to vegetation by minimizing the need for construction equipment to be placed in the channel bottom north of US 101. An area of vegetation, 10 feet wide from the western wall of the concrete channel area would be removed with the implementation of the Project.

It was anticipated that the proposed trail connector Project would utilize 10 workers per day. Construction was estimated to commence in the spring of 2014 and it may take approximately three to six months to complete the construction.

B. SUMMARY OF MODIFIED PROJECT

Consistent with the Approved Project, the Modified Project would include the various trail safety criteria, including the trail width that would allow the safe passing of trail users going in opposite direction. The following are some of the safety features taken into consideration for construction of the proposed Project:

- Trail Surface: The trail surfaces would be a textured broom finish for concrete or decomposed granite finishes maximizing footing.
- Ramp Grades: The proposed designed grade of the ramps will be 8% or less per the Los Angeles County Trails Manual to allow access for proposed trail users.
- Signage: Signage would be proposed to warn trail users of potential hazards at the entrances to the channel. Signage would include warnings about wildlife (including bobcats and mountain lions), potential flood hazards during rain events, and acknowledgement that dogs must be leashed at all times per County Ordinance 10-.32.010. Signage would also post the trail may be used from dawn to dusk.
- Gates: Gates would be located at the top of the ramps to restrict access to the channel during storm events.
- Lighting: Lighting within the culvert under the US 101 would be provided. The lighting would be on a timer that will restrict use of the culvert to daylight hours to discourage homeless encampments at night and for user safety. The electrical components of the lighting system would be encased to prevent damage or malfunction during large flood events.
- Mirrors: Convex mirrors will be placed near both ends of the culvert entrances in order to see the other culvert end.
- Security Patrols: The Parks Bureau of the Los Angeles County Sheriff's Department and County maintenance crews would periodically patrol the Project site.

Removal of Sediment and Vegetation

Sediment has been deposited throughout the channel and culverts in the trail connector segment. This sediment needs to be removed to maximize channel hydraulics and provide sufficient clearance for safe operation of the trail. Clearing and grubbing would be performed along the trail alignment during construction. For the area within the culvert and further upstream, it is estimated that during construction, 1,335 cubic yards of sediment would need to be removed from the concrete channel and box culvert, assuming a 440-foot long trail upstream of the box culvert area. The Project is anticipated to remove 0.18 acres of vegetation. Construction of the Project would require the temporary diversion of water flows. Fiber rolls (straw waddles) would be used to temporarily divert the flows. A detailed Diversion Plan would be developed during the design phase of the Project.

Ramp Area Into Channel

The Project would begin under the west side of the Agoura Road Bridge at a turn-around, ramp up onto the channel bank, ramp down again near the southern entrance of the west culvert, traverse through the culvert and along the west channel wall to the rip-rap area, ramp up the rip-rap onto the MRCA property where it would connect to existing dirt trails. The ramp would be 8-feet wide with an 8% grade. The ramp would be constructed with concrete. The trails in the channel would be 10-feet and at the existing grade. A trail entrance pad area will be located along the top of bank and ramp area. The pad area will include a gate and signage.

Staging Area and Construction Equipment

One staging area would be used during construction. The staging area would occur on the north side of the US 101 freeway within of the proposed Project site, on a flat triangular portion of land adjacent to the westbound lanes of the US 101 within Caltrans right-of-way. The haul road from this site would be about 200 feet and allow access on the upstream end of the culvert.

A license Agreement between the MRCA and the Los Angeles County Department of Parks and Recreation (DPR) has been established for the portion of the trail and the mitigation area within the MRCA property, north of the US 101. Additional Maintenance Agreements between the Los Angeles County Flood Control District (LAFCD), City of Calabasas, and DPR would be established to allow the interested parties to enter into agreement to allocate responsibilities for the project.

Consistent with the Approved Project, the Modified Project would still include the removal of sediment and vegetation, ramping area into channel, the same staging area and construction equipment, and similar future maintenance.

Construction Duration

It is anticipated that the proposed trail connector Project would utilize 10 workers per day. Construction is estimated to commence mid to late 2016 and depending on weather conditions it may take approximately 12-18 months to complete.

C. COMPARISON OF APPROVED AND MODIFIED PROJECT

As previously mentioned, refinements to the Approved Project have occurred since preparation of the 2014 IS/MND. The 2014 IS/MND was prepared based on the anticipated project limits and design, which included the anticipated staging, ramp grades, trail surfacing, and signage as well as anticipated temporary and permanent easements at that time. Since adoption of the 2014 IS/ MND, the project footprint as well as the precise locations of the temporary and permanent easements for the Project have been refined by the final design and also to reflect input from Caltrans, Southern California Edison, Flood Control District, and the MRCA. More specifically the additional construction footprint and temporary and permanent easements that extend beyond the project limits evaluated in the 2014 IS/MND include the following:

Northwest of the Project Limits in the 2014 IS/MND

- Temporary construction easement/MRCA License Agreement area – 0.04 acre/ 1,961 square feet/ 46 linear feet for grading/contouring equipment movement.
- Permanent construction easement/MRCA License Agreement area – 0.01 acre/ 470 square feet/ 34 linear feet for additional trail surface, future access and maintenance, and a trail entrance pad before the ramp and signage with information on connections to other trails.

East of the southern portion of Project Limits in the 2014 IS/MND

- Temporary DPR Utility easement – 0.34 acre/ 14,796 square feet/ approximately 464 linear feet for access and staging of equipment.
- Permanent SCE easement – 0.03 acre/ 1,097 square feet/ approximately 178 linear feet for conduit for extension of power from existing SCE transformer box in the commercial property parking lot for the lights in the culvert under US 101.
- Permanent DPR Utility easement – 0.003/ 120 square feet for utility pedestal for extension of power from existing SCE transformer box in the commercial property parking lot.

South of US 101 portion of Project Limits in the 2014 IS/MND

- Vacation of existing trail easement - 0.34 acre/14,694 square feet/approximately 356 linear feet for equestrian trail.
- Recordation of proposed trail easement - 0.39 acre/ 16,953 square feet/ approximately 356 linear feet for hiking, mountain biking, and equestrian trail purposes.

During final design a private well was identified in the Potential Mitigation Enhancement Area (see Exhibit 2). Mitigation would be avoided near the private well. Therefore, the Potential Mitigation Enhancement Area was slightly modified to exclude the area where the private well is located as shown in Exhibit 2, Mitigation Enhancement Area.

Because of this, new analysis for impacts within the project area is provided in this Addendum. The environmental analysis provided in the 2014 IS/MND remains current and applicable to the Modified Project in areas unaffected by the project footprint adjustments for the environmental topics.

1/28/2016 JN M:\Mdata\133920\MXD\Easements\02 Mitigation Enhancement.mxd AP

DON WALLACE MULTI-USE TRAIL CONNECTOR
ADDENDUM TO MITIGATED NEGATIVE DECLARATION

Mitigation Enhancement Area

Michael Baker INTERNATIONAL

0 175 350 700 Feet

Source: ESRI World Imagery, LA County GIS Data Portal, USGS National Map Elevation Data Set

Exhibit 2

4.1 AESTHETICS

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

The analysis below is an excerpt from the 2014 IS/MND.

Surface elevations of the proposed Project site range from approximately 755 feet above mean sea level (msl) at the northern boundary of the proposed Project site to approximately 735 feet above msl at the southern boundary of the site. The proposed Project site consists of natural vegetation occurring within a concrete channel. Willow scrub, coastal sage scrub, and riparian habitat were all observed onsite. Water flows and sediment occur within the three concrete culverts located under the US 101 freeway. Water flows and sediment also occur both north and south of the culverts within the Las Virgenes Creek bottom. Concrete walls occur on both the left and right bank of the creek. Extensive graffiti is apparent in all three concrete culverts. These culvert walls are popular among graffiti artists. Spray paint cans, used paint brushes and large paint cans were seen littered on the channel floor.

The City of Calabasas General Plan identifies Las Virgenes Canyon as an environmental resource. The preservation of remaining open space lands and the protection of significant environmental features are, according to the General Plan, among the highest priorities in the City. Open space for public recreation includes setting aside public parks and recreational areas, as well as maintaining a system of trails that can be used for hiking, equestrian riding, and mountain biking. In addition to preserving existing open space, the General Plan calls for environmental design and site planning that works cohesively with nature to minimize the loss of resources and restore environmental quality that may have been compromised by past actions.

Implementation of the proposed Project would result in the development of a multi-use trail within the existing channel. Some minor native and non-native vegetation removal would occur in the southern portion of the proposed Project site near the previously restored area. Proposed impacts to the restored riparian vegetation south of US 101 will be temporary and any impact areas will be restored to the current condition. Approximately 0.18 acres of vegetation would be removed upstream of the box culverts for the trail. Impacted riparian vegetation will be mitigated by removal of non-native plants and enhancement plantings of native vegetation upstream of the proposed Project (see Exhibit 11, Mitigation Enhancement Area). Therefore, a minimal impact would occur in the proposed trail connector Project area.

As previously stated materials used to develop the trail would either be concrete or soil cement, which would blend in with the existing setting.

The proposed Project would be compatible with the existing scenic and aesthetic environment, and enhance the existing riparian environment. Operations and maintenance of the trail would be conducted by DPR on an as-needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). This is not anticipated to result in any significant aesthetics impact. Impacts associated with the scenic vista would be less than significant for the proposed Don Wallace Trail Project alignment.

The Modified Project now includes several temporary easements, including a DPR utility easement, a Southern California Edison (SCE) easement, and construction easements, which make adjustments to the Approved Project footprint. Although the inclusions of these easements would make the project footprint slightly larger, project details and features would remain reasonably the same as that of the Approved Project. Therefore, the Modified Project would still be compatible with the existing scenic and aesthetic environment, and enhance the existing riparian environment. The Modified Project as compared to the Approved Project is not anticipated to result in any new or substantially greater significant effect or require any new mitigation measures not identified in the 2014 IS/MND.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The analysis below is an excerpt from the 2014 IS/MND.

A portion of the US 101 adjacent to the proposed Project site is designated as an eligible state scenic highway. However, the proposed Project would be located in an existing concrete channel, and the vegetation that would be removed for the proposed Don Project alignment would be offset with native vegetation to be planted upstream of the proposed Project. Upon exiting the culvert, a 10-foot wide area by approximately 440-feet in length would be cleared from existing vegetation and sediment. The trail area would run along the west channel wall towards the upstream rip-rap channel bottom. Near the rip-rap channel area and beyond the Caltrans right-of-way limit, an 8-foot wide soil-cement trail would run upward along the earthen channel's west bank, at an 8% grade. At approximately 200-feet, the trail would reach the top of the channel bank and onto the MRCA land. This portion of the proposed Project could be seen from the US 101 freeway. However, materials used to develop this portion of the trail would be either concrete or soil cement, which would blend in with the existing setting. Therefore, less than significant impacts would occur.

The proposed footprint refinements would not result in additional impacts to aesthetic resources, regarding damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway beyond any identified in the 2014 IS/MND. The 2014 IS/MND identified that vegetation removed from the proposed Project would be offset by planting native vegetation upstream of the Project. Thus preserving the aesthetic value of the current site location. Despite the proposed changes of the Modified Project footprint (addition of temporary and permanent construction easements beyond the Approved Project limits), the overall nature and

intensity of construction activities would not be substantially different than under the Approved Project. No mitigation measures are required for the Proposed Project. The Modified Project would not result in any new or substantially greater impacts.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response (a) above. Additionally, a portion of the proposed Project is within an enclosed channel culvert, located beneath the US 101. The culvert is constructed in a curved formation, which makes it difficult to see through the channel culvert. A trail user would have to travel approximately 70 feet forward in order to see the other end of the culvert. The proposed trail includes lighting fixtures throughout the entire culvert area and will operate from sunrise to sunset. Also, convex mirrors will be placed near both ends of the culvert entrances in order to see the other culvert end. Impacts would be less than significant.

See response (a) above. The Modified Project would still be compatible with the existing scenic and aesthetic environment, and enhance the existing riparian environment. The Modified Project as compared to the Approved Project is not anticipated to result in any new or substantially greater significant effect or require any new mitigation measures not identified in the 2014 IS/MND.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The analysis below is an excerpt from the 2014 IS/MND.

Lighting within the culvert under US 101 is proposed as part of the proposed Project. The lighting would be on a timer that would restrict use of the culvert to daylight hours. No additional lighting would be installed north or south of the culvert, and no significant sources of light or glare are proposed as part of the proposed Project. Temporary minor light and glare impacts may occur during operations and maintenance activities. However, as previously stated, these maintenance events are anticipated to occur approximately once every 3 to 5 years, and therefore, are not considered significant. Less than significant impacts would occur.

The proposed refinements would not result in additional lighting to be installed beyond those identified in the 2014 IS/MND. Therefore, the Modified Project as compared to the Approved Project is not anticipated to result in any new or substantially greater significant effect that would create a new source of substantial light or glare, No mitigation would be necessary.

4.2 AGRICULTURE RESOURCES

Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impact would occur.

The Modified Project refinements would not result in additional impacts to agriculture beyond those identified in the 2014 IS/MND because there are no prime, unique, or statewide important farmlands in the project area. The IS/MND did not identify any impacts to agriculture uses; therefore, mitigation was not required. No new mitigation measures are required for the Modified Project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is not zoned for agricultural use, and no Williamson Act contracts are associated with the proposed Project site. Therefore, no impact would occur.

The Modified Project refinements would not result in additional impacts to agriculture beyond those identified in the 2014 IS/MND because the site is not zoned for agricultural use there are no Williamson Act Contracts. The IS/MND did not identify any impacts to agriculture uses; therefore, mitigation was not required. No new mitigation measures are required for the Modified Project.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is not zoned as forest land, timberland, or timberland production. Therefore, no impact would occur.

The Modified Project refinements would not result in additional impacts to agriculture beyond those identified in the 2014 IS/MND because the Project is not zoned as forest land, timberland, or

timberland production. The IS/MND did not identify any impacts to forest land or timberland; therefore, mitigation was not required. No new mitigation measures are required for the Modified Project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.2 (c), above. No impact would occur.

The Modified Project refinements would not result in additional impacts to forest land beyond those identified in the 2014 IS/MND because the Project is not zoned as forest land, timberland, or timberland production. The IS/MND did not identify any impacts to forest land uses; therefore, mitigation was not required. No new mitigation measures are required for the Modified Project.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.2 (a), above. No impact would occur.

The Modified Project refinements would not result in additional impacts to farmland beyond those identified in the 2014 IS/MND because there are no prime, unique, or statewide important farmlands in the project area. The IS/MND did not identify any impacts to agriculture uses; therefore, mitigation was not required. No new mitigation measures are required for the Modified Project.

4.3 AIR QUALITY

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan (South Coast Air Quality Management District)?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project is located within the South Coast Air Basin (SCAB), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the 2012 Air Quality Management Plan (AQMP) means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and state air quality standards.

The South Coast Air Quality Management District (SCAQMD) has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. A recreational roadway project has no direct operational air quality impacts. Project specific impacts would only result from construction activities. Projects with daily emissions that exceed any of the following emission thresholds shown in Table 4.3-1 are recommended by the SCAQMD to be considered significant under CEQA Guidelines:

Table 4.3-1 SCAQMD Emissions Significance Thresholds (pounds/day)

Pollutant	Emissions (Construction)
ROG	75
NOx	100
CO	550
PM-10	150
PM-2.5	55
SOx	150
Lead	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev

SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation;
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year; and
- Project could generate vehicle trips that cause a CO hot spot.

Construction Related Impacts

The SCAQMD CEQA Air Quality Handbook also identifies various secondary significance criteria related to toxic, hazardous or odorous air contaminants. Hazardous air contaminants are also contained within the small diameter particulate matter ("PM-2.5") fraction of diesel exhaust. Such exhaust will be temporarily generated by heavy construction equipment.

Exhaust emissions will result from on and off-site heavy equipment. The types and numbers of equipment vary among contractors such that exhaust emissions cannot be quantified with certainty.

For the proposed Project, the following schedule and grading quantities were assumed:

- Grading: 0.6 total acres disturbed
- Total length of construction: 3 months
- Total cubic yards of excavation/sediment to be removed: 1,335

Additionally, the following equipment was assumed to be utilized during construction:

- 1 Excavator
- 1 Grader
- 1 Off-highway truck
- 3 Off-highway truck
- 3 Other Construction Equipment
- 1 Rubber Tired Dozers
- 1 Tractors/Loaders/Backhoes

Dust is typically the primary concern during construction of new infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to proposed Project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative.

Table 4.3-2, *Short-Term Construction Emissions* identifies emissions anticipated with the construction of the proposed Project.

Table 4.3-2 Short-Term Construction Emissions

Emissions Source	Emissions (pounds per day)1					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Unmitigated Emissions	6.58	69.99	44.90	0.06	9.30	6.39
Mitigated Emissions[2]	6.58	69.99	44.90	0.06	6.28	4.73
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:

1. Emissions calculated using the California Emissions Estimator Model (CalEEMod).
2. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod and as typically required by the SCAQMD (Rule 403). The mitigation includes the following: replace ground cover on disturbed areas quickly, water exposed surfaces three times daily, proper loading/unloading of mobile and other construction equipment, and paved road cleaning.

Refer to Appendix A, Air Quality Emissions Data, for assumptions used in this analysis.

As identified in Table 4.3-2, construction of the proposed Project would not exceed SCAQMD thresholds. Therefore, impacts would be less than significant.

Operational Related Impacts

Powered vehicles would only be allowed on the proposed trail for maintenance, inspection, and emergency actions. The Don Wallace Trail would be used by pedestrians, mountain bikers and/or equestrians. As previously discussed, operations and maintenance of the trail would be conducted by DPR yearly. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). Equipment utilized for maintenance will likely include one grader, one rubber tire dozer, one tractor/loader/backhoe, one water truck, and one off highway truck.

For the proposed Project, the following was assumed:

- Total cubic yards of excavation/sediment to be removed per each maintenance episode: 300.

Additionally, the following equipment was assumed to be utilized during each maintenance episode:

- 1 Off-highway truck
- 1 Rubber Tire Dozer
- 1 Skid steer loader
- 2 Tractor/loader/backhoe

Table 4.3-3, Long Term Maintenance Emissions, identifies emissions associated with maintenance of the proposed Project.

Table 4.3-3 Long Term Maintenance Emissions

Emissions Source	Emissions (pounds per day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maintenance Emissions[2]	1.93	20.82	12.90	0.02	1.97	1.42
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Notes: 1. Emissions calculated using the California Emissions Estimator Model (CalEEMod). 2. Maintenance emissions involve the use of off-road construction equipment that would remove sediment and debris on an annual basis. The maintenance of the trail would not include area or energy source emissions.						
Refer to Appendix A, Air Quality Emissions Data, for assumptions used in this analysis.						

As identified in Table 4.3-3, routine operations and maintenance of the proposed Project would not result in significant air quality impacts.

Best Management Practices AIR-1: The following BMP's will be implemented:

- **All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day.**
- **All haul trucks transporting soil, sand, or other loose material off-site shall be covered.**
- **All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.**
- **All vehicle speeds on unpaved roads shall be limited to 15 mph.**
- **All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.**
- **Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.**
- **All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.**
- **Post a publicly visible sign with the telephone number and person to contact at the County regarding dust complaints. This person shall respond and take corrective action within 48 hours. The SCAQMD's phone number shall also be visible to ensure compliance with applicable regulations.**

The Modified Project refinements would not result in additional impacts to air quality beyond those identified in the 2014 IS/MND. The background conditions, construction equipment, and work hours identified in the IS/MND have not changed and the Project refinements would not result in any operational changes to the trail once connected. The modifications to the Project footprint would not substantially change the intensity or duration of construction activities identified in the IS/MND. Therefore, the Modified Project would not exceed any South Coast Air Quality Management District (SCAQMD) standards or contribute to air quality worsening. Thus impacts would be less than significant with adherence to best management practices (AIR-1) identified in the IS/MND.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.3 (a), above. Less than significant impacts would occur with the implementation of Best Management Practices AIR-1.

The Modified Project refinements would not result in additional impacts to air quality beyond those identified in the 2014 IS/MND. The background conditions, construction equipment, and work hours

identified in the IS/MND have not changed and the Project refinements would not result in any operational changes to the trail once connected. The modifications to the Project footprint would not substantially change the intensity or duration of construction activities identified in the IS/MND. Therefore, the Modified Project would not exceed any South Coast Air Quality Management District (SCAQMD) standards or contribute to air quality worsening. Thus impacts would be less than significant with adherence to best management practices (AIR-1) identified in the IS/MND.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.3 (a). Powered vehicles would only be allowed on the proposed trail for maintenance, inspection, and emergency actions. The trail would be used by pedestrians, mountain bikers and/or equestrians. As previously discussed, operations and maintenance of the trail would be conducted by DPR on an as needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). Equipment utilized for maintenance will likely include one grader, one rubber tire dozer, one tractor/loader/backhoe, one water truck, and one off highway truck.

No significant emissions would occur as part of proposed Project operations and maintenance. Impacts would be less than significant.

The Modified Project refinements would not result in additional impacts to air quality beyond those identified in the 2014 IS/MND. The background conditions, construction equipment, and work hours identified in the IS/MND have not changed and the Project refinements would not result in any operational changes to the trail once connected. The modifications to the Project footprint would not substantially change the intensity or duration of construction activities identified in the IS/MND. Therefore, the Modified Project would not exceed any South Coast Air Quality Management District (SCAQMD) standards or contribute to air quality worsening. Thus impacts would be less than significant with adherence to best management practices (AIR-1) identified in the IS/MND.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

The analysis below is an excerpt from the 2014 IS/MND.

Sensitive receptors (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than the general population. Land uses that are considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. There is one sensitive receptor within one-quarter mile of

the proposed trail connector Project. A ballroom dance and music studio is located approximately 0.14 miles from the proposed Project site. No other sensitive receptors are located within one-quarter mile of the site. As stated in Response 4.3 (a), construction of the proposed trail connector Project would not exceed approved thresholds. Less than significant impacts would occur.

The Modified Project refinements would not result in additional impacts to air quality beyond those identified in the 2014 IS/MND. The background conditions, construction equipment, and work hours identified in the IS/MND have not changed and the Project refinements would not result in any operational changes to the trail once connected. The modifications to the Project footprint would not substantially change the intensity or duration of construction activities identified in the IS/MND. Therefore, the Modified Project would not exceed any South Coast Air Quality Management District (SCAQMD) standards or contribute to air quality worsening. As stated in the IS/MND, although there is a sensitive receptor located approximately 0.14 miles from the proposed site, the Project would not exceed approved thresholds, and therefore, impacts would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

The analysis below is an excerpt from the 2014 IS/MND.

Construction activities may generate detectable odors from heavy-duty equipment exhaust. Odors associated with diesel and gasoline fumes would occur during the construction phase and may affect residents in the vicinity of the proposed Project. However, these odors are considered temporary in nature and would cease upon the completion of construction. Adherence to Best Management Practices AIR-1, above, would reduce potential impacts to a level of less than significant.

The Modified Project refinements would not result in additional impacts to air quality beyond those identified in the 2014 IS/MND. The background conditions, construction equipment, and work hours identified in the IS/MND have not changed and the Project refinements would not result in any operational changes to the trail once connected. The modifications to the Project footprint would not substantially change the intensity or duration of construction activities identified in the IS/MND. Therefore, the Modified Project would not exceed any South Coast Air Quality Management District (SCAQMD) standards or contribute to air quality worsening. Thus impacts would be less than significant with adherence to best management practices (AIR-1) identified in the IS/MND.

4.4 BIOLOGICAL RESOURCES

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The analysis below is an excerpt from the 2014 IS/MND.

Eight sensitive species have been recorded as occurring in the general vicinity of the Project site:

- Arroyo toad (*Anaxyrus califronicus*);
- Western pond turtle (*Emys marmorata*);
- Coastal California gnatcatcher (*Polioptila californica californica*);
- California red-legged frog (*Rana draytonii*);
- Least Bell's vireo (*Vireo bellii pusillus*);
- Braunton's milk-vetch (*Astragalus brauntonii*);
- San Fernando Valley spineflower (*Chorizanthe parryi var. fernandia*); and
- Lyon's pentachaeta (*Pentachaeta lyonii*).

Table 4.4-1 summarizes these species, lists their special status, specifies if federally-designated Critical Habitat has been established for them, and their potential to occur on the proposed Project site.

Table 4.4-1: Special Status Species and Critical Habitat

Scientific Name Common Name	Status		Critical Habitat	Preferred Habitat	Potential for Occurrence (Onsite)
Wildlife Species					
Anaxyrus californicus arroyo toad	Fed: CA:	**FE** CSC	Designated Critical Habitat is not located near the project site	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc.	Riparian/riverine habitat on the project site consists of a fully lined concrete channel with an accumulation of sediment and limited vegetation north of US 101. A restored area with a mixed riparian forest plant community occurs south of US 101. There is a single, perennial low flow channel that flows through the project

Scientific Name Common Name	Status		Critical Habitat	Preferred Habitat	Potential for Occurrence (Onsite)
					site but does not provide suitable habitat for arroyo toad.
Emys marmorata western pond turtle	Fed: CA:	None CSC	NA	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation. Need basking sites and suitable upland habitat for water for egg-laying	Riparian/riverine habitat on the project site consists of a fully lined concrete channel with an accumulation of sediment and limited vegetation north of US 101. A restored area with a mixed riparian forest plant community occurs south of US 101. There is a single, perennial low flow channel that flows through the project site but does not provide suitable habitat for western pond turtle.
Polioptila californica californica coastal California gnatcatcher	Fed: CA:	**FT** CSC	Designated Critical Habitat is not located near the project site	Obligate, permanent resident of coastal sage scrub below 2500 feet in south California	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for coastal California gnatcatcher. No suitable habitat occurs onsite.
Rana draytonii California red-legged frog	Fed: CA:	**FT** CSC	Designated Critical Habitat is located 1.5 miles north of the project site	Lowlands and foothills in or near permanent sources of deep water with dense shrubby or riparian vegetation	Riparian/riverine habitat on the project site consists of a fully lined concrete channel with an accumulation of sediment and limited vegetation north of US 101. A restored area with a mixed riparian forest plant community occurs south of US 101. There is a single, perennial low flow channel that flows through the project site but does not provide suitable habitat for California red-legged frog.
Vireo bellii pusillus least Bell's vireo	Fed: CA:	**FE** **SE**	Designated Critical Habitat is not located	Summer resident of southern California in low riparian in	The restored riparian area south of US Route 101 provides low quality habitat

Scientific Name Common Name	Status		Critical Habitat	Preferred Habitat	Potential for Occurrence (Onsite)
			near the project site	vicinity of water or dry river bottoms. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, baccharis, mesquite	for LBVI. Since this area was restored and is surrounded by existing development, the probability of LBVI using the vegetation to nest is low. The nearest recorded sighting occurred in 2008 approximately 15 miles northwest of the project site.
Plant Species					
Astragalus brauntonii Braunton's milk-vetch	Fed: CA: CNPS:	**FE** CSC 1B.1	Designated Critical Habitat is located 3.5 miles northwest of the project site	Closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for Braunton's milk-vetch. However, no suitable habitat occurs onsite.
Chorizanthe parryi var. fernandina San Fernando Valley spineflower	Fed: CA: CNPS:	**FCE** **SE** 1B.1	NA	On sandy soils habitats associated with modelo formation. Seen most often in sparsely vegetated areas where soils are thin, compacted or bedrock is exposed. Also found along interface between coastal sage scrub and non-native grassland	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for San Fernando Valley spineflower. However, no suitable habitat occurs onsite.
Pentachaeta lyonii Lyon's pentachaeta	Fed: CA: CNPS:	**FE** **SE** 1B.1	Designated Critical Habitat is located 3 miles west of the project site	Chaparral, valley and foothill grassland. Edges of clearings in chaparral, usually between ecotone between grassland and chaparral or edges of firebreaks	North of the project site, outside of the project footprint, the coastal sage scrub habitat has the potential to provide suitable habitat for Lyon's pentachaeta. However, no suitable habitat occurs onsite.

Scientific Name Common Name	Status	Critical Habitat	Preferred Habitat	Potential for Occurrence (Onsite)
U.S. Fish and Wildlife Service – Federal (Fed) FE- Endangered FT- Threatened FCE- Candidate Endangered **California Department of Fish and Game** – State (CA) SE- Endangered ST- Threatened CSC- Species of Concern	**California Native Plant Society** – (CNPS) *California Rare Plant Rank* 1A Plants rare, threatened, or endangered in CA and elsewhere 1B Plants rare, threatened, or endangered in CA but more common elsewhere 2 Lack information to assign a rank (review list) 3 Limited Distribution or infrequent throughout a broader area in California (watch list) *Threat Ranks* 0.1 Seriously threatened in California 0.2 Fairly threatened in California 0.3 Not very threatened in California			

A single day presence/absence survey was conducted on April 18, 2013 for least Bell's vireo (LBVI) by walking meandering transects in the riparian plant community found in Las Virgenes Creek on the proposed Project site and within 500-feet of the proposed Project boundaries (upstream and downstream of the proposed Project site). Methods used to detect presence included direct observations and audible vocalizations. At 100-foot intervals, the biologist stopped walking and listened to the birds calling/singing in the area, for approximately 5 minutes.

No LBVI were detected during the presence/absence survey. LBVI are currently nesting at various locations throughout southern California and are readily identifiable by vocalization if they occur in an area. Based on the negative results of this presence/absence survey, and lack of recent and historical occurrences of LBVI in the vicinity of the proposed Project site, it can be presumed that LBVI do not use the riparian vegetation found within the proposed Project site for nesting.

Remnant swallow nests were identified within the triple box culvert. However, no active bird usage of the nests were observed over the course of site visits during a one year period.

The riparian habitats on the proposed Project site and the coastal sage scrub habitat adjacent to the proposed Project site have the potential to provide refuge cover from predators, perching sites and favorable conditions for avian nesting that could be indirectly impacted by construction activities associated with the proposed Project. Nesting birds, particularly raptor species, are protected pursuant to the Migratory Bird Treaty Act (MBTA) and CDFW Code. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (nesting season generally extends from February 1 - August 31), a pre-construction clearance survey for nesting birds should be conducted within 3 days prior to any ground disturbing activities.

No bats were identified during multiple site visits. However, as part of the nesting bird clearance survey, a pre-construction clearance survey should be conducted to ensure bats are not roosting within the triple concrete box culvert under US 101.

No special-status plant or wildlife species were observed on the proposed Project site, and none are anticipated to occur on the proposed Project site based on the condition of the habitat(s) on and surrounding the proposed Project area. Therefore, no impacts would occur to any species identified as candidate, sensitive, or special status that have the potential to occur in the area. Federally-designated critical habitat is not present within the proposed Project boundaries. Therefore, less than significant impacts would occur.

Operations and maintenance of the trail would be conducted by DPR on an as needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). However, these maintenance events would occur once a year and would occur within the trail alignment. Less than significant impacts would occur.

The riparian habitats on the proposed Project site and the coastal sage scrub habitat adjacent to the proposed Project site have the potential to provide refuge cover from predators, perching sites and favorable conditions for avian nesting that could be indirectly impacted by construction activities associated with the proposed proposed Project. With the implementation of Mitigation Measure BIO-1, less than significant impacts would occur.

Mitigation Measure BIO-1: **Pre-construction clearance surveys for nesting birds is required if ground disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within avian nesting season (nesting season generally extends from February 1-August 31). Pre-construction clearance surveys shall be conducted within 3 days prior to ground disturbing activities. As part of the nesting bird clearance survey, a pre-construction clearance survey shall be conducted to ensure bats are not roosting within the triple concrete box culvert under US 101.**

Mitigation Measure BIO-2: **If an active avian nest is discovered during the pre-construction clearance survey, construction activities will be rerouted, a no-work buffer[1] might have to be established around the nest, and delayed until the young have fledged. A biological monitor will be present to delineate the boundaries of the buffer area, if an active nest is observed, and to monitor the active nest to ensure that nesting**

1 The size of the buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically these buffers range from 250 to 500 feet from the nest location.

behavior is not adversely affected by the construction activity. Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the County of Los Angeles for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from CDFW.

The potential impacts of the Modified Project with regard to biological resources would be comparable to the Approved Project. As stated in the Biological Resource section of this document, implementation of Mitigation Measures BIO-1 and BIO-2 would be reduced to a level less than significant. It is not anticipated that temporary and permanent easements, including the temporary easement in the parking lot east of the southern portion of the proposed trail would add significant impacts to biological resources beyond those already mentioned in the IS/MND. All potential impacts to biological resources from implementation of the Modified Project, would be reduced to less than significant levels with implementation of Mitigation Measures BIO-1 and BIO-2.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The analysis below is an excerpt from the 2014 IS/MND.

Obstructions to fish passage in southern California streams has long been a concern to resource agencies and the public. The proposed Project would start along the upper (west) earthen channel bank of the Las Virgenes Creek, at the intersection of Agoura Road and the Las Virgenes Creek. An 8-foot wide soil-cement trail would descend at an 8% grade from the top of the channel towards the culverts under the US 101. The proposed trail would continue north under the US 101 through the western culvert. The trail would continue approximately 400-feet north towards the open concrete channel area. Existing sediment within the west culvert would be removed. Upon exiting the culvert, a 10-foot wide area by approximately 440-feet in length would be cleared from existing vegetation and sediment. The trail area would run along the west channel wall towards the upstream rip-rap channel bottom. An eight-inch high curb is proposed north of the culvert to divert flows to the middle and eastern most culverts during rain events. Near the rip-rap channel area and beyond the Caltrans right-of-way limit, an 8-foot wide soil-cement trail would run upward along the earthen channel's west bank, at an 8% grade. At approximately 200-feet, the trail would reach the top of the channel bank and onto

the MRCA land. The proposed Project would reduce obstruction to flows by utilizing the existing concrete bottom channel for base surface structure. It would also reduce impacts to vegetation by minimizing the need for construction equipment to be placed in the channel bottom north of US 101. An area of vegetation, approximately 10 feet wide from the western wall of the concrete channel area would be required to be removed with the implementation of the proposed Project.

The proposed Project site contains restored mixed riparian forest. Mixed riparian forests are composed of medium sized trees and tall shrubs such as sycamores (*Plantanus racemosa*) and boxelder (*Acer negundo*). The understory contains a greater proportion of smaller shrubs than is present in Valley oak woodlands. Mixed riparian forests may be dominated by tall (>30m) cottonwoods (*Populus fremontii*) and medium sized arroyo willows (*Salix lasiolepis*) and black willows (*Salix gooddingii*). Where there are openings, dense patches of California mugwort (*Artemesia douglasiana)* may form, and aggressive vines such as blackberry (*Rubus ursinus)* and grape (*Vitis vinifera)* can produce huge thickets in the understory. There may be openings where trees and shrubs are almost completely engulfed in grape, or dense walls of blackberry that has climbed up trees and shrubs. Mixed riparian forests include dense, closed canopy forests interspersed with openings, which adds to their complexity and potential resources for wildlife.

South of US 101, Las Virgenes Creek has been restored and planted with a mixed riparian forest plant community. Plant species that were included in the restoration plans include toyon (*Heteromeles arbutifolia*), California sycamore (*Platanus racemosa*), arroyo willow (*Salix lasiolepis*), cottonwood (*Populus fremontii*), California blackberry (*Rubus ursinus*), mugwort (*Artemesia douglasiana)*, coyote brush (*Baccharis pilularis ssp. consanguinea*), California wildrose (*Rosa californica*), and other native shrubs.

The Project proposes to remove some native and non-native vegetation and replace it with native riparian vegetation upstream of the site, similar to what was planted downstream of the proposed Project by the City of Calabasas. It is anticipated that 0.18 acres of vegetation would be removed within the upstream area and ramp locations. To offset these impacts, as a proposed Project design feature, impacted riparian vegetation will be mitigated by planting native vegetation upstream of the proposed Project (see Exhibit 10, *Mitigation Enhancement Area)*. The County of Los Angeles would be responsible for planting the site.

A Jurisdictional Delineation was prepared for the proposed Project site in February 2013 and updated in December 2013. Las Virgenes Creek is a north to south trending perennial drainage that was determined to support non-wetland waters throughout its entire reach (Jurisdictional Delineation Report, RBF 2013). Las Virgenes Creek is a channelized drainage system with a single low-flow channel that flows through a broader active flood plain. Las Virgenes Creek is tributary to Malibu Creek, which flows into the Pacific Ocean, a Traditional Navigable Water (TNW).

North of US 101, the low-flow channel flows along the southern wall of the culvert into the eastern cell of the triple box culvert under US 101. Surface water then traverses the eastern cell and connects into

the restored portion of Las Virgenes Creek, south of US 101. The middle cell of the triple box culvert has approximately 2-12 inches of accumulated sediment on the northern half of its reach. The southern half of this cell receives water from overflows out of the low-flow channel, which has prevented sediment from accumulating in this half of the cell. The western cell of the triple box culvert has approximately 3-4 feet of sediment accumulation and only receives water during large storm events.

Within the proposed Project boundaries, Las Virgenes Creek has two distinct reaches that are separated by US 101, where the Creek is channelized in a triple reinforced concrete box culvert. North of US 101, Las Virgenes Creek is contained in an open concrete channel with 15-foot high walls. In this area the channel is approximately 45 feet wide and extends north for 500 feet paralleling US 101. At that point the Creek continues to the north in an earthen bottom channel stabilized with rip-rap banks. South of US 101, Las Virgenes Creek was restored to a natural setting from a previously engineered concrete channel. The restored segment is 400 feet long and extends from the Caltrans right-of-way south of US 101 to Agoura Road.

Impacts are expected to Waters of the United States, and streambed and riparian habitats. Based on the 2013 Jurisdictional Delineation Report (refer to Appendix C), Tables 4.4-2 and 4.4-3 identify each regulatory agency and total jurisdiction onsite. Mitigation Measure BIO-2 would reduce potential impacts to a level of less than significant.

Table 4.4-2: USACE/RWQCB Jurisdictional Summary

On-Site Area acres/linear feet	Impacted Area acres/linear feet
1.4 (1,500)	0.18 (1,000)

Table 4.4-3: CDFW Jurisdictional Summary

On-Site Area (acres)		Impacted Area (acres)		
Jurisdictional Streambed	Associated Riparian Vegetation	Vegetated Streambed	Un-Vegetated Streambed	Associated Riparian Vegetation
1.8	2.3	0.11	0.07	0.08

Implementation of Mitigation Measure BIO-3 would require the proposed Project applicant to acquire regulatory approvals prior to proposed Project construction and would reduce impacts to a level of less than significant.

Mitigation Measure BIO-3: **The Project Applicant is required to obtain the following regulatory approvals prior to commencement of any maintenance activities within the identified jurisdictional areas: United States Army Corps of Engineers (USACE) Clean Water Act Section 404 Permit;**

Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Water Quality Certification; and CDFW Section 1602 Streambed Alteration Agreement.

The potential impacts of the Modified Project with regard to biological resources would be comparable to the Approved Project. The Modified Project will result in up to an additional 0.01 acre of permanent impact from the trail entrance pad and up to an additional 0.04 temporary impact from construction easement in the northwestern portion of the Project site. A United States Army Corps of Engineers (USACE) Clean Water Act Section 404 Permit, Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement have been obtained. The required mitigation in the permits is at a ratio is 2.42:1, for mitigation to impacts. Mitigation is restoration or enhancement of riparian habitat upstream of the Project site in the Mitigation/Enhancement Area. These additional impacts from the Modified Project will also be mitigated by restoration or enhancement of riparian habitat upstream at a ratio of 2.42:1. It is not anticipated that temporary and permanent easements, including the temporary easement in the parking lot east of the southern portion of the proposed trail would add significant impacts to biological resources beyond those already mentioned in the IS/MND. All impacts from implementation of the Project, including the anticipated removal of riparian vegetation would be offset by mitigation in the Mitigation Enhancement Area located east of the northern portion of the Project in accordance with the permits obtained.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.4 (b), above. With implementation of Mitigation Measure BIO-3, less than significant impacts would occur.

The potential impacts of the Modified Project with regard to biological resources would be comparable to the Approved Project. As outlined in Response 4.4(b) above, implementation of Mitigation Measure BIO-3 would be reduced to a level less than significant. It is not anticipated that temporary and permanent easements would add significant impacts to biological resources beyond those already mentioned in the IS/MND. All Biological impact from implementation of the Project, including the anticipated removal of riparian vegetation would be offset by mitigation in the Mitigation Enhancement Area located east of the northern portion of the Project in accordance with the permits obtained.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The analysis below is an excerpt from the 2014 IS/MND.

An important linkage of this area is a small tributary of Las Virgenes Creek south of the proposed Project site named Liberty Canyon (west of the proposed Project site). The underpass of US 101 at Liberty Canyon Road along the drainage conveys relatively less vehicular traffic than other freeway crossings within several miles, and is one of the few active wildlife passage areas along the entire extent of US 101 through the Santa Monica Mountains. All other watercourse and street crossings of the US 101 are constrained and many are impassible for wildlife.

The Las Virgenes Creek once provided refuge and a safe passage for wildlife to travel between the Ventura County Open Space and the Malibu Creek State Park. In 1977, approximately 440 linear feet of Las Virgenes Creek between US101 and the Agoura Road Bridge was lined with concrete, severely disrupting the wildlife corridor and removing all viable riparian habitats from this natural creek segment. Cemented-in flood channels have zero habitat value, no water cleansing and generate thermal pollution. The concrete channel removed vegetation, disturbed the creek's natural meander through the landscape, and constrained wildlife movement.

In 2007, a restoration plan was implemented by the City of Calabasas that restored a direct connection between the two existing riparian communities to the north and south of the concreted segment (south of US 101). The Las Virgenes Creek Restoration Project began in 2007 and included the removal of more than 3,600 square yards of concrete from the walls and floor of the channel. The proposed Project included planting of native materials once the concrete was removed. The restoration was anticipated to provide better cover for local wildlife and promote increased movement of wildlife and aquatic wildlife up and down the stream course. However, the triple box culvert under US 101 may receive infrequent use by wildlife due to its constrained nature. Operations and maintenance of the proposed Project is not anticipated to impact movement of wildlife, as maintenance would occur within the trail alignment and would occur infrequently (once a year). Implementation of the proposed Project is not anticipated to further inhibit wildlife movement. Less than significant impacts would occur.

The potential impacts of the Modified Project with regard to biological resources would be comparable to the Approved Project. As stated in the Biological Resource section of this document, implementation of Mitigation Measures would be reduced to a level less than significant. It is not anticipated that temporary and permanent easements would add significant impacts to biological resources beyond those already mentioned in the IS/MND. Instead implementing the Modified Project would provide a safe continuous pedestrian, equestrian, wildlife, and bicycle trail system across the highway. The proposed lighting in the culvert channel that is to be used to connect the trail system would be timed for daylight use only (from sunrise to sunset), therefore, any wildlife using the trail system would not be affected by the lighting. Sensitive habitat signage would also be implemented on

the proposed gated entry north of the Project site for trail users. Consistent with the 2014 IS/MND, the Modified Project is not anticipated to inhibit wildlife movement. Less than significant impacts would occur.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project does not conflict with existing policies or ordinances protecting biological resources. Therefore, no impact would occur.

The Modified Project refinements would not conflict with local policies or ordinances protecting biological resources. No impacts would occur. No new mitigation measures would be required for the Proposed Project.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project does not conflict with existing plans and policies protecting biological resources. Rather, the proposed Project would be constructed in accordance with the Las Virgenes Gateway Master Plan, the Malibu Creek Watershed Management Area Plan, and the Las Virgenes, McCoy and Dry Canyon Creeks Master Plan for Restoration. Therefore, no impact to adopted habitat conservation plans would occur.

The Modified Project refinements would not result in additional impacts to biological resources beyond those identified in the 2014 IS/MND. The Modified Project refinements would not conflict with local policies or ordinances protecting biological resources. No impacts would occur. Thus, no impacts would be anticipated in this regard. No new mitigation measures would be required for the Modified Project beyond those identified in the 2014 IS/MND.

4.5 CULTURAL RESOURCES

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

The analysis below is an excerpt from the 2014 IS/MND.

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and through indirect impacts, such as a change in the setting of a historic resource. The proposed Project site is located within a highly urbanized area of the City of Calabasas. According to the City of Calabasas General Plan EIR, the proposed Project site is not located in a culturally sensitive area or area of known historic resources (records search and survey conducted by Historical Environmental Archaeological Research Team, September 2007). Due to the fact that the proposed Project site is located within a channelized stream that has undergone significant geomorphic changes, it is unlikely that historic resources are present at the site. Therefore, less than significant impacts would occur.

The overall physical impacts during construction would not be substantially different than the Approved Project. Above ground historic resources do not occur. It is unlikely that below ground historic resources are present in the additional temporary and permanent easement areas of the Modified Project. Furthermore, the extent and intensity of construction activities would not vary from that evaluated in the IS/MND. Less than significant impacts would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

The analysis below is an excerpt from the 2014 IS/MND.

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. The proposed Project site is located within a highly urbanized area of the City of Calabasas. According to the City of Calabasas General Plan EIR, the proposed Project site is not located in a culturally sensitive area or area of known archaeological resources (records search and survey conducted by Historical Environmental Archaeological Research Team, September 2007). Due to the fact that the proposed Project site is located within a channelized stream that has undergone significant geomorphic changes, it is unlikely that archaeological resources are present at the site. Therefore, less than significant impacts would occur.

The overall physical impacts during construction would not be substantially different than the Approved Project. It is unlikely that archaeological resources are present in the additional temporary and permanent easement areas of the Modified Project. Furthermore, the extent and intensity of construction activities would not vary substantially relative to that evaluated in the IS/MND. Less than significant impacts would occur.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The analysis below is an excerpt from the 2014 IS/MND.

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium-grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils (paleosols). They are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and, in fact, are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion. In contrast, archaeological and historic resources are often recognized by surface evidence of their presence. Surficial soils upslope of the channel consist of fill and colluvium. The fill at the site likely resulted from construction of the freeway and culvert. It is anticipated that the fill was locally derived. The colluvium at the site is the weathering product of the local bedrock. According to the City of Calabasas General Plan EIR, the proposed Project site is not located in a culturally sensitive area or area of known paleontological resources (records search and survey conducted by Historical Environmental Archaeological Research Team, September 2007). Due to the fact that the proposed Project site is located within a channelized stream that has undergone significant geomorphic changes, it is unlikely that paleontological resources are present at the site. Therefore, less than significant impacts would occur.

The overall physical impacts to cultural resources during construction would not be substantially different than the Approved Project. It is unlikely that paleontological resources are present in the additional temporary and permanent easement areas of the Modified Project. Furthermore, the extent and intensity of construction activities would not vary substantially relative to that evaluated in the IS/MND. Less than significant impacts would occur.

d) Disturb any human remains, including those interred outside of formal cemeteries?

The analysis below is an excerpt from the 2014 IS/MND.

There are no known human remains within the vicinity of the proposed Trail Project site. Ground-disturbing activities, such as grading or excavation, have the potential to disturb human remains. If

human remains are found, those remains would require proper treatment, in accordance with applicable laws. The Native American Graves Protection and Repatriation Act (NAGPRA) includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and tribal lands, and penalties for noncompliance and illegal trafficking. State of California Public Resources Health and Safety Code Section 7050.5-7055 describes the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with federal and state regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard, would be considered less than significant.

The overall physical impacts during construction would not be substantially different than the Approved Project. It is unlikely that human remains would be present in the additional temporary and permanent easement areas of the Modified Project, including a temporary easement east of the southern portion of the trail on an existing parking lot. Furthermore, the extent and intensity of construction activities would not vary substantially relative to that evaluated in the IS/MND. The analysis and evaluation in the IS/MND would still be applicable and necessary, such that if human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with federal and state regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard, would be considered less than significant under the Modified Project.

4.6 GEOLOGY AND SOILS

Would the Project?

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

The analysis below is an excerpt from the 2014 IS/MND.

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No known active or potentially active faults have been mapped within the proposed Project area and the area is not located in a Fault Rupture Hazard Zone as established by the Alquist-Priolo Earthquake Fault Zoning Act. Less than significant impacts would occur.

The Modified Project would not result in substantially different geophysical impacts beyond those identified in the IS/MND. Although the Modified Project has a slightly larger footprint than the Approved Project, the changes do not represent a substantial deviation from the Approved Project analyzed in the IS/MND, and the conclusions analyzed in the IS/MND remain valid. There is still no known active or potentially active faults that have been mapped within the proposed Project area and the area is not located in a Fault Rupture Hazard Zone as established by the Alquist-Priolo Earthquake Fault Zoning Act. Therefore, less than significant impacts would occur.

ii) Strong seismic ground shaking? ***Determination: Less Than Significant Impact.***

The proposed Project site is located in a seismically active region of Southern California. Seismic shaking activity and intensity is dependent on the distance of the fault and earthquake epicenter. Active faults within the proposed Project vicinity are as follows:

Table 4.6-1: Active Faults within Project Vicinity

Fault	Approx. Distance (miles)	Direction from Project Site	Last Displacement
Malibu Coast	1	South	Holocene
Cayetano	3.5	North	Holocene
San Fernando	3.5	Northeast	Historic
Hollywood Fault	4	Southeast	Holocene
San Gabriel	4.5	North	Holocene
Newport Ingallwood	4.5	Southeast	Holocene
San Andreas	8	Northeast	Historic

To minimize potential damage to the proposed structures caused by ground shaking, all construction would comply with the latest California Building Code standards, as required by the City Municipal Code 9.04.030. Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with groundshaking would be less than significant.

The Modified Project would not result in substantially different geophysical impacts beyond those identified in the IS/MND. Although the current Modified Project has a slightly larger footprint than the Approved Project, the changes do not represent a substantial deviation from the Approved Project analyzed in the IS/MND, and the conclusions analyzed in the IS/MND remain valid. Compliance with applicable code standards and seismic requirements identified in the IS/MND will reduce geotechnical concerns, including ground-shaking concerns to below a level of significance. Therefore, less than significant impacts would occur.

iii) Seismic-related ground failure, including liquefaction? ***Determination: Less Than Significant Impact.***

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. Factors controlling liquefaction:

1. Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause soils to liquefy and temporarily behave as a dense fluid. For liquefaction to occur, the following conditions have to occur: Intense seismic shaking;
2. Presence of loose granular soils prone to liquefaction; and
3. Saturation of soils due to shallow groundwater.

Surficial soils upslope of the channel consist of fill and colluvium. The fill at the site likely resulted from construction of the freeway and culvert. It is anticipated that the fill was locally derived. The colluvium at the site is the weathering product of the local bedrock.

The alluvial portion of the site, within the creek channel is within State and County Hazard Zones for Liquefaction. To minimize potential damage to the proposed structures caused by liquefaction, all construction would comply with the latest California Building Code standards, as required by the City Municipal Code 9.04.030. Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with liquefaction would be less than significant.

The Modified Project would not result in substantially different geophysical impacts beyond those identified in the IS/MND. Although the current Modified Project has a slightly larger footprint than the Approved Project, the changes do not represent a substantial deviation from the Approved Project analyzed in the IS/MND, and the conclusions analyzed in the IS/MND remain valid. Compliance with applicable code standards and seismic requirements identified in the IS/MND will reduce seismic

related ground failure, including liquefaction to below a level of significance. Therefore, less than significant impacts would occur.

iv) Landslides? ***Determination: Less than Significant.***

The site is considered to have moderate potential for landslides or debris flows that originate from the hills northwest of the site. To minimize potential damage to the proposed structures caused by landslides, all construction would comply with the latest California Building Code standards, as required by the City Municipal Code 9.04.030. Implementation of the California Building Code standards, which include provisions for building designs, would ensure that impacts associated with landslides would be less than significant.

The Modified Project would not result in substantially different geophysical impacts beyond those identified in the IS/MND. Although the Modified Project has a slightly larger footprint than the Approved Project, the changes do not represent a substantial deviation from the Approved Project analyzed in the IS/MND, and the conclusions analyzed in the IS/MND remain valid. Compliance with applicable code standards and seismic requirements identified in the IS/MND will reduce geotechnical concerns, including landslide concerns to below a level of significance. Therefore, less than significant impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

The analysis below is an excerpt from the 2014 IS/MND.

Soil erosion is defined as the detachment and movement of soil particles by the erosive forces of wind or water. While the project proposes to remove sediment and some native and non-native plants, it would require native riparian planting downstream of the Project and would mitigate potential for long-term erosion and soil loss. Therefore, less than significant impacts would occur.

The Modified Project would not result in substantially different geophysical impacts beyond those identified in the IS/MND. Although the Modified Project would involve removing sediment and some native and non-native plants, it would require native riparian planting downstream of the Project and would mitigate potential for long-term erosion and soil loss, and the conclusions analyzed in the IS/MND remains valid. Therefore, less than significant impacts would occur.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Responses 4.6*(a) (ii) through 4.6(a) (iv).* Less than significant impacts would occur.

The Modified Project would not result in substantially different geophysical impacts beyond those identified in the IS/MND. Although the Modified Project has a slightly larger footprint than the Approved Project, the changes do not represent a substantial deviation from the Approved Project analyzed in the IS/MND, and the conclusions analyzed in the IS/MND remain valid. Compliance with applicable code standards and seismic requirements identified in the IS/MND will reduce geotechnical concerns, including landslide, lateral spreading, subsidence, liquefaction, or collapse concerns to below a level of significance. Therefore, less than significant impacts would occur.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property?*

The analysis below is an excerpt from the 2014 IS/MND.

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. The project site is not located on a geologic unit or soils that are unstable or that could become unstable as part of the proposed Project. Therefore, less than significant impacts would occur.

The Modified Project would not result in substantially different geophysical impacts beyond those identified in the IS/MND. Although the Modified Project has a slightly larger footprint than the Approved Project, the changes do not represent a substantial deviation from the Approved Project analyzed in the IS/MND, and the conclusions analyzed in the IS/MND remain valid. Although the project site would not be located on a geological unit or soil that are unstable or that could become unstable as part of the proposed Project, compliance with applicable code standards and seismic requirements identified in the IS/MND will reduce geotechnical concerns, including risks to life or property to below a level of significance. Therefore, less than significant impacts would occur.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project does not include the use of septic tanks or alternative wastewater disposal systems. The need for wastewater disposal would not be required. Therefore, no impacts would occur in this regard.

The Modified Project would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, the conclusions analyzed in the IS/MND remain valid and no impacts would be anticipated in this regard.

4.7 GREENHOUSE GAS EMISSIONS

Would the Project:

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

The analysis below is an excerpt from the 2014 IS/MND.

The analysis below includes a worst case scenario analysis for greenhouse gas emissions impacts associated with more impactful alternatives. Because of a reduction in construction equipment and construction duration for the Project fewer impacts would result than identified below. Therefore, the following analysis includes a conservative analysis of greenhouse gas emissions impacts.

The SCAB is currently in non-attainment for ozone and particulate matter. The 2012 AQMP states that "the overall control strategy for this Final Plan is designed to meet applicable federal and state requirements, including attainment of ambient air quality standards. The focus of the Plan is to demonstrate attainment of the federal PM2.5 ambient air quality standard by 2015 and the federal 8-hour ozone standard by 2024, while making expeditious progress toward attainment of state standards. The proposed strategy, however, does not attain the previous federal 1-hour ozone standard by 2010 as previously required prior to the recent change in federal regulations."

As previously stated, the proposed Project would create minor air quality impacts during construction, operations and maintenance. It is not anticipated that, even during construction, significant generation of greenhouse gases would occur. Implementation of Best Management Practices AIR-1, above, would reduce potential impacts to a level of less than significant.

The Modified Project would result in similar duration and intensity of construction activities relative to the Approved Project, and both the Approved Project and Modified Project would be operationally identical. Therefore, the Modified Project would not result in an increase in greenhouse gas emissions that may have a significant impact on the environment. Additionally as identified in the 2014 IS/MND, Best Management Practices AIR-1 would reduce potential impacts to a level of less than significant.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The analysis below is an excerpt from the 2014 IS/MND.

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following greenhouse gas emission reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels; and
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 metric tons of CO2 equivalent.

Section 4.3 of this document identifies the emissions thresholds and construction equipment anticipated to be used during construction. As identified in Section 4.3, the proposed Project would create short term construction and periodic operations and maintenance related air quality impacts. However, these impacts would be below SCAQMD thresholds. Additionally, Best Management Practices GHG-1 would further reduce potential impacts.

Best Management Practices GHG-1: Prior to issuance of any Grading Permit, the County Engineer and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the following basic construction best management measures shall be implemented:

- **All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day.**
- **All haul trucks transporting soil, sand, or other loose material off-site shall be covered.**
- **All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.**
- **All vehicle speeds on unpaved roads shall be limited to 15 mph.**

- **All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.**
- **Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.**
- **All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.**
- **Post a publicly visible sign with the telephone number and person to contact at the County regarding dust complaints. This person shall respond and take corrective action within 48 hours. The SCAQMD's phone number shall also be visible to ensure compliance with applicable regulations.**

Due to the nature of global climate change, it is not anticipated that any single –project would have a substantial effect on global climate change. It is difficult to deem a single development as individually responsible for a global temperature increase. In actuality, greenhouse gas emissions from a proposed Project would combine with emissions emitted across California, the U.S, and the world to cumulatively contribute to global climate change. The proposed Project would include the development and dedication of a multi-use trail within an existing channel. Construction operations and maintenance related air quality impacts are anticipated to be minimal and short in duration. No long term air quality impacts are anticipated to occur. Therefore, it is not anticipated that a cumulative impact would occur that would conflict with applicable greenhouse gas plans, policies, and/or regulations. Less than significant impacts would occur.

The Modified Project would result in similar duration and intensity of construction activities relative to the Approved Project, and both the Approved Project and Modified Project would be operationally identical. Therefore, the Modified Project would not result in an increase in greenhouse gas emissions that would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Additionally as identified in the 2014 IS/MND, Best Management Practices GHG-1 would reduce potential impacts to a level of less than significant.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project does not include the construction of a use that would routinely transport, use or dispose of hazardous materials. No releases of hazardous materials or substances are expected to occur as a result of proposed Project implementation. Therefore, less than significant impacts would occur.

The Modified Project would not increase risks related to hazards or hazardous materials relative to the Approved Project. The proposed construction phasing would not require additional construction equipment or the construction of a use that would routinely transport, use or dispose of hazardous materials. No releases of hazardous materials or substances are anticipated to occur as a result of Modified Project implementation. Furthermore, given the similarities in overall construction activities and identical operational characteristics of the Modified Project relative to the Approved Project, less than significant impacts would occur.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.8 (a). Less than significant impacts would occur.

The Modified Project would not increase risks related to hazards or hazardous materials relative to the Approved Project. The proposed construction phasing would not require additional construction equipment or the construction of a use that would routinely transport, use or dispose of hazardous materials. No releases of hazardous materials or substances are anticipated to occur as a result of Modified Project implementation. Furthermore, given the similarities in overall construction activities and identical operational characteristics of the Modified Project relative to the Approved Project, less than significant impacts would occur.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is not located within one-quarter mile of an existing or proposed school. No impact would occur.

No releases of hazardous materials or substances are anticipated to occur. The Modified Project is not located within one-quarter mile of an existing or proposed school as a result of Modified Project implementation. Therefore, no impact would occur in this regard.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The analysis below is an excerpt from the 2014 IS/MND.

According to the City of Calabasas, the proposed Project site is not listed as a hazardous materials site. No impacts would occur.

The Modified Project site is not listed as a hazardous material site. Therefore, no impact would occur in this regard.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The analysis below is an excerpt from the 2014 IS/MND.

The project site is not located within an airport land use area, or within two miles of a public use airport. No impacts would occur.

The Modified Project is not located within an airport land use area, or within two miles of a public use airport. Therefore, no impacts would occur in this regard.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is not located within the vicinity of a private airstrip. No impacts would occur.

The Modified Project is not located within the vicinity of a private airstrip. Therefore, no impacts would occur in this regard.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The analysis below is an excerpt from the 2014 IS/MND.

Development of the proposed Project would occur within an existing channel, and would not interfere with an emergency response plan or evacuation plan. No impacts would occur.

The Modified Project would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no impact would occur in this regard.

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is located adjacent to the Santa Monica Mountains Conservancy property, which consists of open space and natural vegetation that is susceptible to wildland fires. The City of Calabasas General Plan Consistency Review Program includes Fire Management Performance Standards for all new development in the area. The proposed Project would be required to adhere to these standards, which would reduce potential impacts to a level of less than significant.

The Modified Project would not increase risks of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands beyond those that were identified in the 2014 IS/MND. The Proposed Project would still be required to adhere to Fire Management Performance Standards, which are found in the City of Calabasas General Plan Consistency Review Program. As aforementioned adherence to these standards would reduce potential impacts to less than significant.

4.9 HYDROLOGY AND WATER QUALITY

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

The analysis below is an excerpt from the 2014 IS/MND.

Minor impacts to water quality may occur from equestrian waste in this portion of the trail. Although equestrian waste is organic and biodegradable, many of its biological and chemical properties (such as sediment, phosphorus, and bacteria) can adversely impact water quality. Waste deposits from horses would occur infrequently and would be dispersed throughout the trail and not in one concentrated area. The proposed Project site is currently being used informally for equestrian purposes. Because equestrian waste is relatively dry at excretion, nutrients tend to dissipate rather quickly into the atmosphere. However, LA County DPR will clean up equestrian waste as part of the routine maintenance. The impacts of increased equestrian waste will occur when the regional trails are implemented. These impacts will be addressed in detail at the time of these designs. Minimal impacts from the proposed Project are anticipated.

Water quality impacts from short-term construction operations could consist of the discharge of pollutants such as sediment from grading operations, oil and grease from equipment, trash from worker and construction activities, heavy metals, pathogens, and other substances. Discharge of these pollutants into waters of the U.S. is regulated by the State Water Resources Control Board (SWRCB). Due to the nature of the proposed facilities, minimal long term operational impacts are anticipated.

The SWRCB has adopted General Permit No. CAS000002- *Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity* (General Permit) for California that applies to most construction-related storm water discharges within California. The proposed Project is anticipated to disturb approximately 0.19 acres. The General Permit requires that project's disturbing greater than one acre develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) to prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving offsite into receiving waters. Should the area disturbed be increased during detailed design, the proposed Project would be subject to the provisions of the General Permit, and would be required to submit a SWPPP to the SWRCB. Therefore, short-term construction operations would have a less than significant impact on water quality standards or discharge requirements.

Operations and maintenance of the trail would be conducted by DPR on an as needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year). However, these maintenance events would occur once a year and would occur within the trail alignment. Less than significant impacts would occur.

The Modified Project would still be required to comply with all applicable water quality regulations during and following construction activities. The Modified Project would not result in additional impacts to water quality standards beyond those identified in the IS/MND above. Best Management Practices and maintenance requirements monitored by DPR would make any potential impacts to water quality to a level less than significant.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project does not require additional water supplies that could potentially deplete existing groundwater supply. Less than significant impacts would occur.

The Modified Project would still not require additional water supplies that could potentially deplete existing groundwater supply. Therefore, a less than significant impact would occur in this regard.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project would not result in an increase in erosion or siltation on or offsite. Erosion control measures as described in the SWPPP would reduce potential impacts during construction of the proposed Project. Implementation of Best Management Practices HYD-1 and HYD-2 would further reduce impacts to less than significant.

Best Management Practices HYD-1: The Los Angeles RWQCB would require that, prior to construction, a project SWPPP be prepared that identifies BMPs to reduce erosion of disturbed soils during construction activities. The plan would describe measures that would be used to minimize wind and water erosion and the transport of sediments during construction. The SWPPP would be subject to approval by the RWQCB, pursuant to the States NPDES Construction Permit requirements and Section 401 of the Clean Water Act. The plan would be prepared and approved before construction activities begin. At a minimum, the plan shall include the following measures:

- **Temporary measures such as flow diversion, temporary ditches, and silt fencing.**
- **Surface disturbance of soil and vegetation would be kept to a minimum; existing access and maintenance roads would be used wherever feasible.**

- **Any stockpiled soil would be placed and sloped so that it would not be subject to accelerated erosion.**
- **Discharge of all project-related materials and fluids into the creek would be avoided to the extent possible by using hay bales or silt fences, constructing berms or barriers around construction materials, or installing geofabric in the area of disturbance.**
- **After ground-disturbing activities are complete, all graded or disturbed areas would be covered with protective material such as mulch, or re-seeded with native plant species. The plan would include details regarding seeding material, fertilizer, and mulching.**

Best Management Practices HYD-2: Limit in-channel construction activities to low precipitation periods. Channel banks and bottom shall be dewatered during the construction period.

The Modified Project would still be required to comply with all applicable water quality regulations during and following construction activities. The Modified Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site. Implementation of Best Management Practices, HYD-1 and HYD-2 mentioned above would further ensure potential impacts to a level less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or off-site?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.9(c). Less than significant impacts would occur with implementation of Best Management Practices HYD-1 and HYD-2.

The Modified Project would still be required to comply with all applicable water quality regulations during and following construction activities. The Modified Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or off-site. Implementation of Best Management Practices, HYD-1 and HYD-2 mentioned above would further ensure potential impacts to a level less than significant.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

The analysis below is an excerpt from the 2014 IS/MND.

A Hydrology and Hydraulics Evaluation Report was prepared for the proposed Project. The hydraulics of Las Virgenes Creek at the design flow rate are controlled by the size of the culvert. The currently proposed Project will improve flow conditions by removing sediment and vegetation on the western side of the channel and culvert that are influencing flows in the channel. However, if channel maintenance was modeled by removing sediment and vegetation, and used as the existing condition, the channel would be smoother and have more flow capacity. Drains into the proposed Project downstream of the culvert would see no changes at the design flow levels. A less than significant impact would occur.

Given the similarity in overall construction activities and identical operational characteristics of the Modified Project to that of the Approved Project, substantially different flow conditions are not anticipated beyond that identified in the 2014 IS/MND. Implementation of Best Management Practices, HYD-1 and HYD-2 mentioned above would further ensure potential impacts to a level less than significant.

f) *Otherwise substantially degrade water quality?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Responses 4.9 (a through e) above.

Given the similarity in overall construction activities and identical operational characteristics of the Modified Project to that of the Approved Project, conclusions of the IS/MND remain valid. Implementation of Best Management Practices, HYD-1 and HYD-2 mentioned above would further ensure potential impacts to a level less than significant.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project does not include the construction of housing. Therefore, no impacts would occur in this regard.

The Modified Project would not include the construction of housing. Therefore, no impacts are anticipated in this regard.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The analysis below is an excerpt from the 2014 IS/MND.

The purpose of the existing channel is to direct flows. An eight-inch curb is proposed north of the culvert to divert flows to the middle and eastern culverts during rain events. This design does not include significant alterations to the design of the channel or the ability to convey a 100-year flood. Less than significant impacts would occur.

Given the similarity in overall construction activities and identical operational characteristics of the Modified Project to that of the Approved Project, substantially different flow conditions are not anticipated beyond that identified in the 2014 IS/MND. Therefore, the design of the Modified Project would not include significant alterations to the design of the channel or the ability to convey a 100-year flood. Less than significant impacts would occur.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project includes the dedication of a trail in an existing channel and would not expose people or structures to a significant risk of flooding. Signage will be included to warn trail users not to utilize the trail during rainy conditions. Less than significant impacts would occur.

Given the identical circumstances of the Modified Project to that of the Approved Project, the Modified Project would not expose people or structures to a significant risk of flooding. The Modified Project includes the dedication of a trail in an existing channel. As aforementioned the implementation of signage would warn trail users not to utilize the trail during rainy conditions. Therefore, less than significant impacts would occur in this regard.

j) *Inundation by seiche, tsunami, or mudflow?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.9 (i). Less than significant impacts would occur.

Given the identical circumstances of the Modified Project to that of the Approved Project, the Modified Project would not expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow. The Modified Project includes the dedication of a trail in an existing channel.

As aforementioned the implementation of signage would warn trail users not to utilize the trail during rainy conditions. Therefore, less than significant impacts would occur in this regard.

4.10 LAND USE AND RELEVANT PLANNING

Would the Project:

a) Physically divide an established community?

The analysis below is an excerpt from the 2014 IS/MND.

An example of a proposed Project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. Numerous land uses exist within the proposed Project area, primarily commercial, office, and open space. The proposed Project would include the development and dedication of a trail within an existing creek channel, and would not divide an established community. Therefore, no impacts would occur in this regard.

The Modified Project would require the same permits, and/ or other approvals as the Approved Project, with the exception of several temporary and permanent easements, a License Agreement between the Mountains Recreation and Conservation Authority (MRCA) and DPR, and Maintenance Agreements between the Los Angeles County Flood Control District (LAFCD), City of Calabasas, and DPR for the Proposed Project. The easements to be include are: a DPR utility easement and the Southern California Edison Easement to the south; a vacation and recordation trail easement to the south; additional 0.36 acres of temporary construction easement that was beyond the Approved Project limit to the south; additional 0.03 acres of permanent construction easement that was beyond the Approved Project limit to the south; additional 0.05 acres of temporary construction easement that was beyond the Approved Project limit to the north; and an additional 0.002 acres of permanent construction easement that was beyond the Approved Project limits to the north. It is not anticipated that the Modified Project would have changes to site access or staging during construction activities. The Modified Project would not result in notably increased adverse impacts on adjacent land uses, as the overall proximity and intensity of the construction activities would not be substantially different than under the Approved Project. Therefore, the Modified Project would not divide an established community and no impacts would occur in this regard.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is designated as Open Space in the City of Calabasas General Plan Land Use Map. Should the proposed Project be implemented, the site would remain open space and would not conflict with the current land use designation. Therefore, no impact would occur.

The Modified Project would require the same permits, and/ or other approvals as the Approved Project, with the exception of several temporary and permanent easements, a License Agreement between the Mountains Recreation and Conservation Authority (MRCA) and the DPR, and Maintenance Agreements between the Los Angeles County Flood Control District (LAFCD), City of Calabasas, and DPR for the Proposed Project. The easements to be include are: a DPR utility easement and the Southern California Edison Easement to the south; a vacation and recordation trail easement to the south; additional 0.36 acres of temporary construction easement that was beyond the Approved Project limit to the south; additional 0.03 acres of permanent construction easement that was beyond the Approved Project limit to the south; additional 0.05 acres of temporary construction easement that was beyond the Approved Project limit to the north; and an additional 0.002 acres of permanent construction easement that was beyond the Approved Project limits to the north. It is not anticipated that the Modified Project would have changes to site access or staging during construction activities. The Modified Project would not result in notably increased adverse impacts on adjacent land uses, as the overall proximity and intensity of the construction activities would not be substantially different than under the Approved Project. Therefore, no impacts would occur in this regard.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.4 (f) above. Less than significant impacts would occur.

The Modified Project would require the same permits, and/ or other approvals as the Approved Project, with the exception of several temporary and permanent easements, a License Agreement between the Mountains Recreation and Conservation Authority (MRCA) and the DPR, and Maintenance Agreements between the Los Angeles County Flood Control District (LAFCD), City of Calabasas, and DPR for the Modified Project. The easements to be include are: a DPR utility easement and the Southern California Edison Easement to the south; a vacation and recordation trail easement to the south; additional 0.36 acres of temporary construction easement that was beyond the Approved Project limit to the south; additional 0.03 acres of permanent construction easement that was beyond the Approved Project limit to the south; additional 0.05 acres of temporary construction easement

that was beyond the Approved Project limit to the north; and an additional 0.002 acres of permanent construction easement that was beyond the Approved Project limits to the north. It is not anticipated that the Proposed Project would have changes to site access or staging during construction activities. The Modified Project would not result in increased adverse impacts on adjacent land uses, as the overall proximity and intensity of the construction activities would not be substantially different than under the Approved Project. Therefore, no impacts would occur in this regard.

4.11 MINERAL RESOURCES

Would the Project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site does not contain known mineral resources and is not designated as aggregate in the City of Calabasas General Plan Land Use Map. Therefore, no impacts would occur.

The Modified Project would not result in additional impacts to mineral resources beyond those identified in the 2014 IS/MND and because the project site is not located within an area of known mineral resources, either of regional or local value, the IS/MND did not identify any impacts to mineral resources. Accordingly, no impacts would occur in this regard and no mitigation measures are required for the Modified Project.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.11 (a), above. No impacts are anticipated.

The Modified Project would not result in additional impacts to mineral resources beyond those identified in the 2014 IS/MND and because the project site is not located within an area of known mineral resources, either of regional or local value, the IS/MND did not identify any impacts to mineral resources. Accordingly, no impacts would occur in this regard and no mitigation measures are required for the Modified Project.

4.12 NOISE

Would the Project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The analysis below is an excerpt from the 2014 IS/MND.

The analysis below includes a worst case scenario analysis for noise impacts associated with more impactful alternatives. Because of a reduction in construction equipment and construction duration for the project, fewer impacts would result than identified below. Therefore, the following analysis includes a conservative analysis of noise impacts.

The proposed Project would result in temporary construction, as well as periodic operations and maintenance noise. Table 4.12-1, *Noise Receptors* identifies receptors to potential proposed Project noise impacts.

Table 4.12-1 Noise Receptors

Receptor	Direction from Project Site	Distance from Project (in feet)	Estimated Construction Noise Level (Leq dBA)
Commercial	South	175	77.7
Commercial	East	80	84.5
Commercial	West	130	80.3

Sections 17.20.160 (D) and (E) of the City of Calabasas Municipal Code establish standards for acceptable exterior and interior noise levels. These standards are intended to protect persons from excessive noise levels, which are detrimental to the public health, welfare and safety since they have the potential to: (i) interfere with sleep, communication, relaxation and the full enjoyment of property; (ii) contribute to hearing impairment and a wide range of adverse physiological stress conditions; and (iii) adversely affect the value of real property. It is the intent of the establishment of noise standards to protect persons from excessive noise levels within or near various residential developments and other specified noise-sensitive land uses.

Exceptions to the noise standards of Section 17.20.160 (D) are not applicable to noise from the following sources, and therefore, the proposed Don Wallace Trail Project:

- Activities conducted in public parks, public playgrounds and public or private school grounds, including school athletic and entertainment events;

- Noise sources associated with construction, including the idling of construction vehicles, provided such activities do not take place before seven a.m. or after six p.m. on any day except Saturday in which no construction is allowed before eight a.m. or after five p.m.
- No construction is allowed on Sunday's or federal holidays. These requirements may be modified by a conditional use permit.
- Noise sources associated with work performed by private or public utilities in the maintenance or modification of their facilities;

Proposed Project construction is expected to last approximately 3-6 months. Temporary increases in local noise would result from construction activities involving heavy machinery. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise but is also generally the shortest of all construction phases. High ground-borne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, compactors, scrapers, and other heavy-duty construction equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction related noise could be noticeable to those uses adjacent to the site (commercial and office uses). As stated above, the proposed Project is exempt to City of Calabasas established noise standards. However, implementation of Mitigation Measure NOI-1 would reduce potential impacts.

Mitigation Measure NOI-1: Prior to the issuance of grading permits, feasible noise control measures shall be implemented to reduce daytime construction noise levels. Such control measures could include any of the following, as appropriate:

- **To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and**
- **All mechanical equipment shall be screened and enclosed to minimize noise.**
- **Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices;**
- **Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible; and**
- **During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.**

- **Operation of equipment requiring use of back-up beepers shall be avoided near sensitive receptors to the extent feasible during nighttime hours (10:00 PM to 7:00 AM);**
- **If impact equipment (e.g., jack hammers, pavement breakers, and rock drills) is used during construction, hydraulically or electric-powered equipment shall be used wherever feasible to avoid the noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used (a muffler can lower noise levels from the exhaust by up to about 10 dBA);**

Operations and maintenance of the trail would be conducted by DPR on an as-needed basis. It is anticipated that 300 cubic yards of sediment would be removed per maintenance episode (once a year). However, these maintenance events would occur once a year and would occur within the trail alignment, and therefore, would not create a significant source of noise. Less than significant impacts would occur.

The Modified Project would not result in additional impacts to noise beyond those identified in the IS/MND. The proposed construction activity would not result in design or operational changes to the project site or surrounding area from that analyzed in the IS/MND. Furthermore, the worst-case scenario analysis above for noise impacts are still valid under the Modified Project because the overall intensity, equipment mix, duration, and proximity to sensitive receptors would not be different than under the Approved Project. Therefore, a reduction in construction equipment and construction duration for the Modified Project, fewer impacts would result than identified in the worst-case scenario analysis of the IS/MND. While Mitigation Measure NOI-1 would still be necessary to address short-term noise increases in the project area, no new mitigation measures are required for the Modified Project.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.12 (a), above. Similar to temporary noise impacts, groundborne vibration would occur during the grading and construction, and would expose adjacent uses to increased noise/vibration levels. With the implementation of Mitigation Measure NOI-1 would reduce potential impacts to a level of less than significant.

The Modified Project would not result in additional impacts to noise beyond those identified in the IS/MND. The proposed construction activity would not result in design or operational changes to the project site or surrounding area from that analyzed in the IS/MND. Furthermore, the worst-case scenario analysis above for noise impacts are still valid under the Modified Project because the overall intensity, equipment mix, duration, and proximity to sensitive receptors would not be different than under the Approved Project. Therefore, a reduction in construction equipment and construction

duration for the Modified Project, fewer impacts would result than identified in the worst-case scenario analysis of the IS/MND. While Mitigation Measure NOI-1 would still be necessary to address short-term noise increases in the project area, no new mitigation measures are required for the Modified Project.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Don Wallace Trail Project would include the development of a multi-use trail and would not create a substantial permanent increase in ambient noise levels in the proposed Don Wallace Trail Project vicinity. No impacts would occur.

The Modified Project would not result in additional impacts to noise beyond those identified in the IS/MND. The development of a multi-use trail would not create a substantial permanent increase in ambient noise levels in the vicinity. Therefore, no impacts would occur in this regard.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.12 (a), above. Less than significant impacts would occur with the implementation of Measure NOI-1 listed above.

The Modified Project would not result in additional impacts to noise beyond those identified in the IS/MND. The proposed construction activity would not result in design or operational changes to the project site or surrounding area from that analyzed in the IS/MND. Furthermore, the worst-case scenario analysis above for noise impacts are still valid under the Modified Project because the overall intensity, equipment mix, duration, and proximity to sensitive receptors would not be different than under the Approved Project. Therefore, a reduction in construction equipment and construction duration for the Modified Project, fewer impacts would result than identified in the worst-case scenario analysis of the IS/MND. While Mitigation Measure NOI-1 would still be necessary to address short-term noise increases in the project area, no new mitigation measures are required for the Modified Project.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The analysis below is an excerpt from the 2014 IS/MND.

As previously stated, the proposed Project site is not located within an airport land use plan or near a public airport. No impacts would occur.

The Modified Project is not located within an airport land use plan or within two miles of a public use airport. Therefore, no impacts would occur in this regard.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is not located within the vicinity of a private airstrip. No impacts would occur in this regard.

The Modified Project is not located within the vicinity of a private airstrip. Therefore, no impacts would occur in this regard.

4.13 POPULATION AND HOUSING

Would the Project:

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project would not result in the development of new homes or businesses, and would not extend infrastructure that would attract large populations of people. Therefore, no impact would occur.

The Modified Project would not have any effect on population, housing, or employment in the City or region at large, as is the case for the Approved Project. No impacts would occur in this regard.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The analysis below is an excerpt from the 2014 IS/MND.

No homes are located within the proposed Project footprint. Therefore, no housing would be displaced. No impacts would occur.

The Modified Project would not have any effect on population, housing, or employment in the City or region at large, as is the case for the Approved Project. No impacts would occur in this regard.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.13 (b), above. No impacts would occur in this regard.

The Modified Project would not have any effect on population, housing, or employment in the City or region at large, as is the case for the Approved Project. No impacts would occur in this regard.

4.14 PUBLIC SERVICES

Would the Project:

a) *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

The analysis below is an excerpt from the 2014 IS/MND.

1) *Fire protection?*

The proposed Project is located within an existing channel and would not affect response times or service ratios. The trail access could potentially have a positive impact on response times and increased access into the channel and adjacent areas by creating additional access for public services. This could be particularly important in the event of a spill or fire or other calamity caused by vehicles on the US 101 freeway. Additionally, the implementation of the proposed Project would not alter or increase the demand for fire protection services. Less than significant impacts would occur.

The Modified Project would not result in additional impacts to public services beyond those identified in the IS/MND. The Modified Project would not increase the demand for fire protection services. Therefore, less than significant impacts would occur.

2) Police protection?

The proposed Project is located within an existing channel and would not affect response times or service ratios. The trail access could potentially have a positive impact on response times and increased access into the channel and adjacent areas by creating additional access for public services. This could be particularly important in the event of a spill or fire or other calamity caused by vehicles on the US 101 freeway. Additionally, the implementation of the proposed Project would not alter or increase the demand for police protection services. Less than significant impacts would occur.

The Modified Project would not result in additional impacts to public services beyond those identified in the IS/MND. The Modified Project would not increase the demand for police protection services. Therefore, less than significant impacts would occur.

3) *Schools?*

The proposed facilities would not generate students either directly or indirectly and would, therefore, not create significant impacts to school services.

The Modified Project would not result in additional impacts to public services beyond those identified in the IS/MND. The Modified Project would not directly or indirectly generate students and therefore, not create significant impacts to schools. Less than significant impacts would occur.

4) Parks?

The proposed facilities would not generate residents either directly or indirectly and would, therefore, not create significant impacts to parks.

The Proposed Project would not result in additional impacts to public services beyond those identified in the IS/MND. The Proposed Project would not generate residents and therefore, not create significant impacts to parks. Less than significant impacts would occur.

5) Other public facilities?

The proposed facilities would not generate residents either directly or indirectly and would, therefore, not create significant impacts to other public facilities.

The Modified Project would not result in additional impacts to public services beyond those identified in the IS/MND. The Modified Project would not generate residents and therefore, not create significant impacts to other public facilities. Less than significant impacts would occur.

4.15 RECREATION

Would the Project:

a) *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project includes the development of a dedicated multi-use trail. The impacts associated with the development of the proposed Project are discussed throughout this document. Less than significant impacts would occur.

The Modified Project would not result in additional impacts to recreation beyond those identified in the IS/MND. The IS/MND did not identify permanent impacts to recreational resources and temporary impacts were determined to be less than significant; therefore, mitigation was not required. The conclusions from the IS/MND are still valid considering identical operations of the Modified Project as that of the Approved Project. Therefore, less than significant impacts would occur.

b) *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?*

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.15 (a), above. Less than significant impacts would occur.

The Modified Project would not result in additional impacts to recreation beyond those identified in the IS/MND. The IS/MND did not identify permanent impacts to recreational resources and temporary impacts were determined to be less than significant; therefore, mitigation was not required. The conclusions from the IS/MND are still valid considering identical operations of the Modified Project as that of the Approved Project. Therefore, less than significant impacts would occur.

4.16 TRANSPORTATION

Would the Project:

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The analysis below is an excerpt from the 2014 IS/MND.

Construction of the proposed Project would generate minimal traffic, and, therefore, would not affect levels of service of intersections, streets, highways, freeways, or alternative transportation modes. One staging area would be utilized during construction. The staging area would occur on the north side of the US 101 freeway upstream of the proposed Project site, on a flat triangular portion of land adjacent to the westbound lanes of the US 101 within Caltrans right-of-way. The haul road from this site would be about 200 feet in length and allow access on the upstream end of the culvert. Should this staging area be used, construction equipment would take access from the US 101 freeway. As a standard proposed Project design feature, a Traffic Management Plan would be implemented. The Traffic Management Plan would require agency-approved detour routes around the construction site to minimize impacts to traffic. Less than significant impacts would occur in this regard.

The Modified Project would not result in additional impacts to transportation/traffic beyond those identified in the IS/MND because the construction activities would be relatively identical to those in the Approved project. Thus, construction activities would be temporary and would not adversely affect overall vehicular circulation either on or offsite. The ISMND did not identify any long-term impacts to transportation/traffic; however, a Traffic Management Plan would be implemented to minimize any impacts to traffic during construction. Therefore, less than significant impacts would occur.

b) Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.16 (a), above. Less than significant impacts would occur.

The Modified Project would not result in additional impacts to transportation/traffic beyond those identified in the IS/MND because the construction activities would be relatively identical to those in the Approved project. Thus, construction activities would be temporary and would not adversely affect overall vehicular circulation either on or offsite. The ISMND did not identify any long-term impacts to transportation/traffic; however, a Traffic Management Plan would be implemented to minimize any impacts to traffic during construction. Therefore, less than significant impacts would occur.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project site is not in the vicinity of a public or private use airport. Additionally, due to the nature of the proposed facilities, the proposed Project would not result in a change in air traffic patterns. No impact would occur.

The Modified site is not in the vicinity of a public or private use airport, therefore, the Modified Project would not result in a change in air traffic patterns. No impacts would occur in this regard.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The analysis below is an excerpt from the 2014 IS/MND.

Due to the nature and scope of the proposed Project, implementation would not increase hazards due to a design feature or incompatible uses. The proposed Project would be developed in an existing channel and would not affect roadway operations. The proposed Project would provide a safe way for trail users to cross the freeway. Therefore, no impacts would occur.

The Modified Project would not result in additional impacts to transportation/traffic beyond those identified in the IS/MND because the nature and scope of the Modified Project is identical to that of the Approved Project. The Modified Project would be developed in an existing channel, and not adversely affect roadway operations either on or offsite. Instead the Modified Project would still provide a safe way for trail users to cross under the freeway. No impacts would occur in this regard.

e) *Result in inadequate emergency access?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project would be constructed within an existing channel and would not result in inadequate emergency access. No impact would occur.

The Modified Project would not result in additional impacts to transportation/traffic beyond those identified in the IS/MND because the nature and scope of the Modified Project is identical to that of the Approved Project. The Modified Project would be developed in an existing channel and not adversely affect emergency access. No impacts would occur in this regard.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project would be consistent with City of Calabasas policies and programs supporting the development and use of trails and trail systems within the City. No impact would occur.

The Modified Project would not result in additional impacts to transportation/traffic beyond those identified in the IS/MND because the nature and scope of the Proposed Project is identical to that of the Approved Project. The Modified Project would comply with City of Calabasas policies and programs supporting the development of trails and trail systems within the City. No impacts would occur in this regard.

4.17 UTILITIES AND SERVICE SYSTEMS

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response Hydrology and Water Quality (a), above. Less than significant impacts would occur.

The Modified Project would not require or result in the construction or expansion of any public utilities. The Modified Project would still be required to comply with all applicable water quality regulations during and following construction activities. The Modified Project would not result in additional impacts to water quality standards beyond those identified in the IS/MND. Best Management Practices and maintenance requirements monitored by DPR would make any potential impacts to water quality to a level less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project does not propose the construction of new water or wastewater facilities nor would it require such facilities. Thus, no impact would occur in this regard.

The purpose of the Modified Project remains identical to that of the Approved Project, therefore, construction of new water or wastewater facilities would not be required or result through implementation of the Modified Project.

c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project would be developed within an existing stormwater drainage channel. However, the proposed Project does not propose to expand the existing facility. The proposed Project does not propose new stormwater drainage facilities or significantly change or expand the existing facilities. Less than significant impacts would occur.

The Modified Project would not require or result in the construction or expansion of a stormwater drainage facility. The Modified Project would still be developed within an existing stormwater drainage channel, however it would not significantly change or expand the existing channel. Therefore, less than significant impacts would occur.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project would not require water supplies. No impact would occur.

As aforementioned in the IS/MND, the Modified Project would not require water supplies. Therefore, no impacts would occur in this regard.

e) *Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The analysis below is an excerpt from the 2014 IS/MND.

The proposed Project would not require wastewater treatment. No impact would occur.

As aforementioned in the IS/MND, the Modified Project would not require wastewater treatment. Therefore, no impacts would occur in this regard.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The analysis below is an excerpt from the 2014 IS/MND.

Construction debris and site preparation would generate solid waste that would need proper disposal of in the appropriate landfill. An approximate 1,100 linear feet of green waste and approximate 1,335 cubic yards of sediment would need to be processed in a landfill as a result of project construction. It is anticipated that waste generated by construction and periodic operations and maintenance activities of the proposed Project would be placed in the Calabasas Landfill, located at Lost Hills Road in the City of Agoura Hills. The anticipated closure date for the landfill is 2028. The generation of additional construction-related waste would only be temporary and would cease upon completion of the proposed Project. Solid waste generation during operations and maintenance of the trail is anticipated to be minimal, and would not result in a significant increase in waste for disposal in area landfills. The proposed Project would be required to be in compliance with adopted programs and federal, state, and local regulations pertaining to solid waste. Therefore, less than significant impacts would occur.

The Modified Project would not generate additional construction-related waste beyond what was analyzed in the 2014 IS/MND. Therefore, less than significant impacts would occur.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The analysis below is an excerpt from the 2014 IS/MND.

Refer to Response 4.17 (g), above. Less than significant impacts would occur.

The Modified Project would be required to be in compliance with adopted programs and federal, state, and local regulations pertaining to solid waste. Therefore, less than significant impacts would occur.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The analysis below is an excerpt from the 2014 IS/MND.

As stated in various sections of this Initial Study, the proposed Project does not have the potential to result in significant impacts on the environment. Habitat for fish and wildlife were considered during alternative selection to sustain current habitat and allow for future improvements. With the

implementation of mitigation measures identified throughout this document, impacts would be reduced to a level of less than significant.

The potential impacts of the Modified Project with regard to biological resources would be comparable to the Approved Project. As stated in the Biological Resource section of this document, implementation of Mitigation Measures BIO-1 and BIO-2 would be reduced to a level less than significant. Any Biological impact from implementation of the Project would be off-set by mitigation in the Mitigation Area located east of the northern portion of the Project.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The analysis below is an excerpt from the 2014 IS/MND.

No long-term significant impacts have been identified with the proposed Project. As previously stated, operations and maintenance of the trail would be conducted by LA County DPR on an as-needed basis. It is anticipated that approximately 300 cubic yards of sediment would be removed per maintenance episode (once a year).

After heavy rains the County would inspect the trail and prepare an inspection report. If the trail is damaged or eroded and would cause safety concerns for public use, it would be repaired during the summer following the rainy season. It is expected that the trail could require maintenance once a year. This repair would be minor and it may take about 15 to 30 days. Equipment utilized for repairs will likely include one grader, one rubber tire dozer, one tractor/loader/backhoe, one water truck, and one off highway truck. Due to the infrequent nature of these maintenance episodes, impacts are anticipated to be less than significant.

The proposed Project does include short term impacts that, when occurring concurrent with other proposed Project, have the potential to create significant impacts. According to the City of Calabasas, the following projects applications are currently under review:

Table 4.18-1: Current Projects

Project	Type	Status
BSVERCOM	3 single family residential lots	MND approved; appealed to City Council
Canyon Oaks	21,400 sf commercial building, senior housing, townhomes, 75 single family units	EIR currently being prepared
Calabasas Senior Center	Senior Center located behind existing City Hall	Community design workshops currently in progress

Project	Type	Status
Commercial Center at Las Virgenes Rd/Thousand Oaks Blvd	Commercial center with 25,820 sf of retail space and 35,074 sf of office space	Project application in process
Las Virgenes-Triunfo JPA Solar Generation Project Recycled Pump Station	Construct one MW solar power electricity generation facility	MND approved
Lost Hills Interchange Improvement Project	Widen Lost Hills Rd/101 interchange	Project approved; funding currently being secured
Malamut Vintage Auto Dealership	Automotive dealership	Under construction
Paxton Calabasas Project	80 unit townhome complex	Plans in review
The Horizons	Senior condominiums	Under construction
Village at Calabasas	90 unit condominium complex	Project application in process

The only active project located near the proposed Project is the commercial center at Las Virgenes Road/Thousand Oaks Boulevard, which is currently in the project application process. Only two active projects are currently under construction. The remaining projects are in various stages of project approvals. It is anticipated that should the remaining active projects be approved, construction would be phased over time. Construction of the proposed Don Wallace Trail is anticipated to last approximately 3-6 months. Because the other active projects would be developed over a longer period of time, it is not anticipated that development of the proposed Project in conjunction with other active projects would result in significant impacts. Additionally, with the implementation of mitigation measures as identified above, less than significant impacts would occur.

It should also be noted that the proposed Don Wallace Trail is envisioned to be an important link of a larger trail system that would extend from the Pacific Ocean to the Santa Monica Mountains. No applications for additional portions of the trail system are currently in place. When applications for additional portions of the trail are received by the appropriate jurisdiction, environmental review will be conducted to assess potential impacts.

The potential impacts of the Modified Project with regard to biological resources would be comparable to the Approved Project. As stated in the Biological Resource section of this document, implementation of Mitigation Measures BIO-1 and BIO-2 would be reduced to a level less than significant. Any Biological impact from implementation of the Project would be off-set by mitigation in the Mitigation Area located east of the northern portion of the Project. As analyzed in the 2014 IS/MND, it is anticipated that for other projects in the vicinity of the Modified Project, construction

would be phased over time. Construction of the proposed Don Wallace Trail is anticipated to last approximately 3-6 months. Because the other active projects would be developed over a longer period of time, it is not anticipated that development of the Modified Project in conjunction with other active projects would result in significant impacts. Additionally, with the implementation of mitigation measures as identified above, less than significant impacts would occur.

c) *Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?*

The analyses below is a summary from the 2014 IS/MND

As stated in various sections of this Initial Study, the proposed Project does not have the potential to result in significant impacts on the environment. With the implementation of Mitigation Measures and Best Management Practices identified throughout this document, impacts would be reduced to a level of less than significant.

The potential impacts of the Modified Project with regard to direct and indirect effects on human beings would be comparable to the Approved Project. With implementation of Mitigation Measures and Best Management Practices identified in the 2014 IS/MND, impacts would be reduced to a level less than significant.